

**SOUTHVIEW FARM, DRYNHAM LANE,
TROWBRIDGE, WILTSHIRE, BA14 0PL**

TRANSPORT STATEMENT

PREPARED FOR

COULSTON ESTATES LTD



**THE CLOSE
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CONTENTS

1	INTRODUCTION	1
2	EXISTING HIGHWAY CONDITIONS	3
3	EXISTING NON-CAR ACCESSIBILITY	10
4	DEVELOPMENT PROPOSALS	15
5	PREDICTED TRIP GENERATION AND DISTRIBUTION	21
6	PREDICTED TRAFFIC IMPACT	23
7	SUMMARY AND CONCLUSIONS	26

FIGURES

FIGURE 1.1	Site Location	Page 1
FIGURE 2.1	Local Highway Network	Page 4
FIGURE 2.2	Annotated Extract from 'CrashMap' Website	Page 8
FIGURE 3.1	800m Walking Isochrone	Page 11
FIGURE 3.2	No.60 Bus Route	Page 13

TABLES

TABLE 2.1	Traffic Survey Results (Vehicles)	Page 6
TABLE 4.1	Parking Accumulation for Children's Nursery	Page 17
TABLE 5.1	Predicted Vehicle Trips Rates and Generation	Page 21
TABLE 6.1	Junction Capacity Results	Page 24

APPENDICES

APPENDIX A	Architect's Site Layout Plans
APPENDIX B	Committed Road Narrowing on Drynham Road
APPENDIX C	Turning Count Survey Results
APPENDIX D	Site Access Plan
APPENDIX E	Swept Path Analysis
APPENDIX F	TRICS Data Sheets
APPENDIX G	Traffic Flow Diagrams
APPENDIX H	Junction Capacity Assessments

1 INTRODUCTION

Brief

- 1.1 Miles White Transport Ltd (MWT) has been appointed by Coulston Estates Ltd to prepare a Transport Statement (TS) relating to a proposed development at Southview Farm, Drynham Road, Trowbridge. The location of the site in the context of Trowbridge is shown in **Figure 1.1** below.

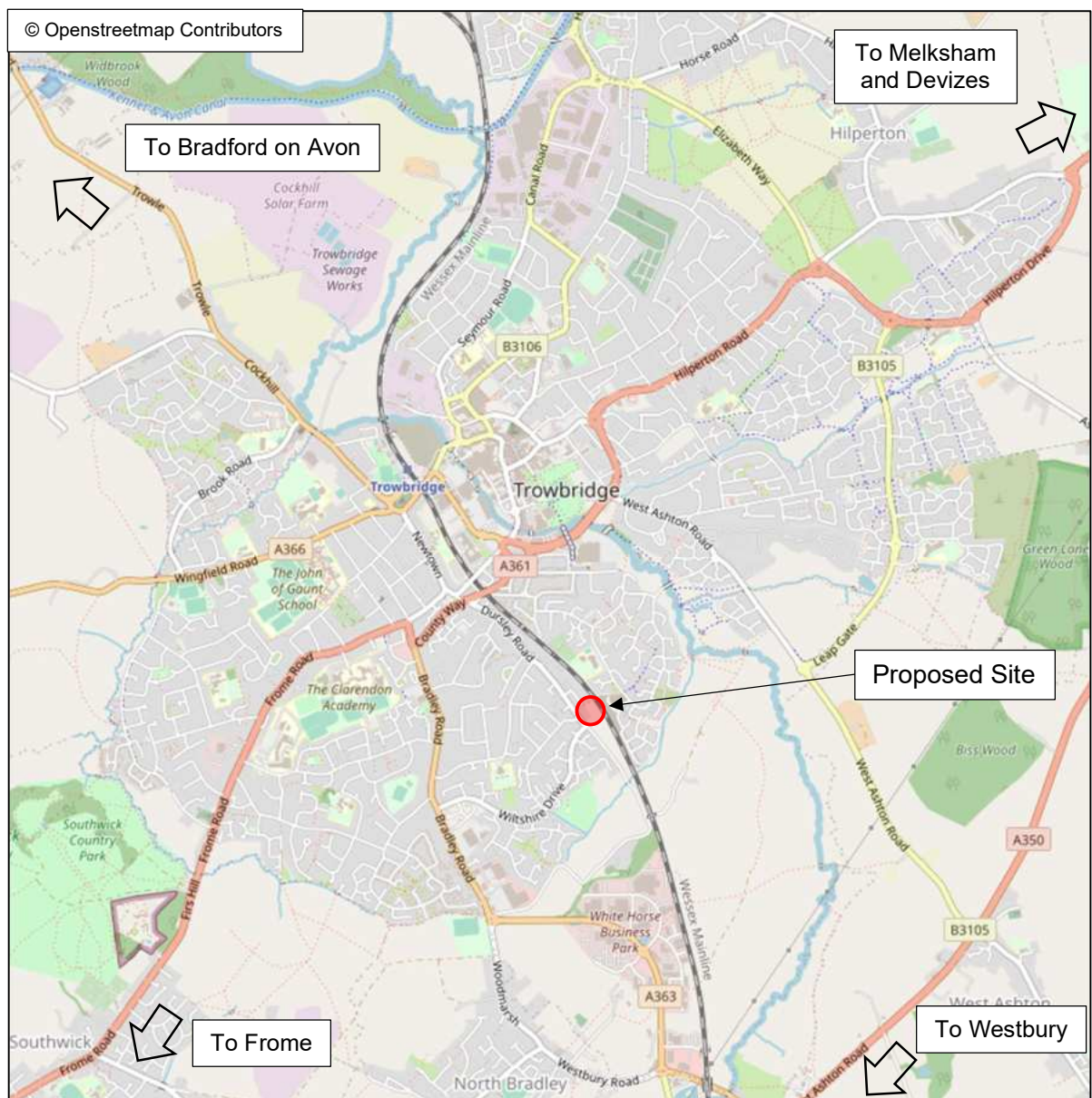


FIGURE 1.1: Site Location

- 1.2 The formal description of the development proposal is as follows with the Architect's proposed layout plan attached as **Appendix A**.

“Demolition of redundant stone barns; erection of children’s nursery with new access, car parking, secure garden and associated landscape and drainage works (Class E); installation of new vehicular access and parking area to retained Southveiw Farmhouse, erection of replacement rear conservatory, erection of car park, associated erection of boundary treatment, and associated drainage and landscaping.”

- 1.3 This report covers the transport issues associated with the proposed development and is structured as follows:

- Section 2 describes the existing highway network in the vicinity of the site and identifies existing traffic flow and road safety conditions.
- Section 3 identifies the existing accessibility of the site by non-car modes of travel namely walking, cycling and public transport.
- Section 4 details the transport aspects of the development proposals and in particular the proposed site access arrangements, parking provision and vehicle turning facilities.
- Section 5 identifies the predicted trip generation and distribution associated with the development proposals.
- Section 6 considers the likely traffic impact of the proposed development and any mitigation measures necessary.
- Finally, Section 7 presents a summary of the report and identifies the main conclusions that can be drawn.

- 1.4 It should be noted that the site already benefits from planning permission (PL/2023/11008) for the erection of a convenience store, and conversion / extension of the existing Farmhouse to create a co-working hub, children’s nursery and a single residential apartment. It therefore has a strong fallback position against which to assess the traffic and transport aspects of the development proposals that are the subject of this report.

2 EXISTING HIGHWAY CONDITIONS

Site Description

- 2.1 The proposed development site is currently an unoccupied farmhouse with adjacent redundant barns within a 0.37 hectare site located toward the existing southern edge of Trowbridge. The site is bounded to the north by a Public Right of Way with residential properties beyond, to the east by the Trowbridge to Westbury railway line with residential properties beyond, to the south by vacant agricultural land that benefits from planning permission for residential development, and to the west by Drynham Road again with residential properties beyond.

Local Highway Network

- 2.2 The highway network in the context of Trowbridge is shown in Figure 1.1 while the local highway network in the vicinity of the proposed site is shown in **Figure 2.1** overleaf.
- 2.3 The site is currently accessed from Drynham Road via a residential gateway. Drynham Road heads northwest towards Trowbridge town centre becoming Dursley Road at its northern end. The road is primarily a residential distributor road with dwellings on both sides and varies in width along its length between approximately 5.5m and 7.5m. Some adjacent properties benefit from off-street parking while there are also some stretches of terraced housing where there is a high demand for on-street parking. This is controlled in places by double yellow line parking restrictions.
- 2.4 There are good quality footways on both sides of the carriageway along most of its length with street lighting also being provided. The speed limit is signed as 20mph.
- 2.5 At the northern end of the route, Dursley Road meets the A361 County Way at a restricted movement priority junction. Right turn movements from County Way into Dursley Road are prohibited as are most right turn movements out of Dursley Road. Buses and taxis are permitted to turn right out with other vehicles being required to turn left out and perform a U turn at the County Way / Bradley Road roundabout to the west.
- 2.6 This restriction serves to encourage through traffic to use the main Bradley Road route rather than to seek alternative routes via the Dursley Road / Drynham Road / Wiltshire Drive residential streets.

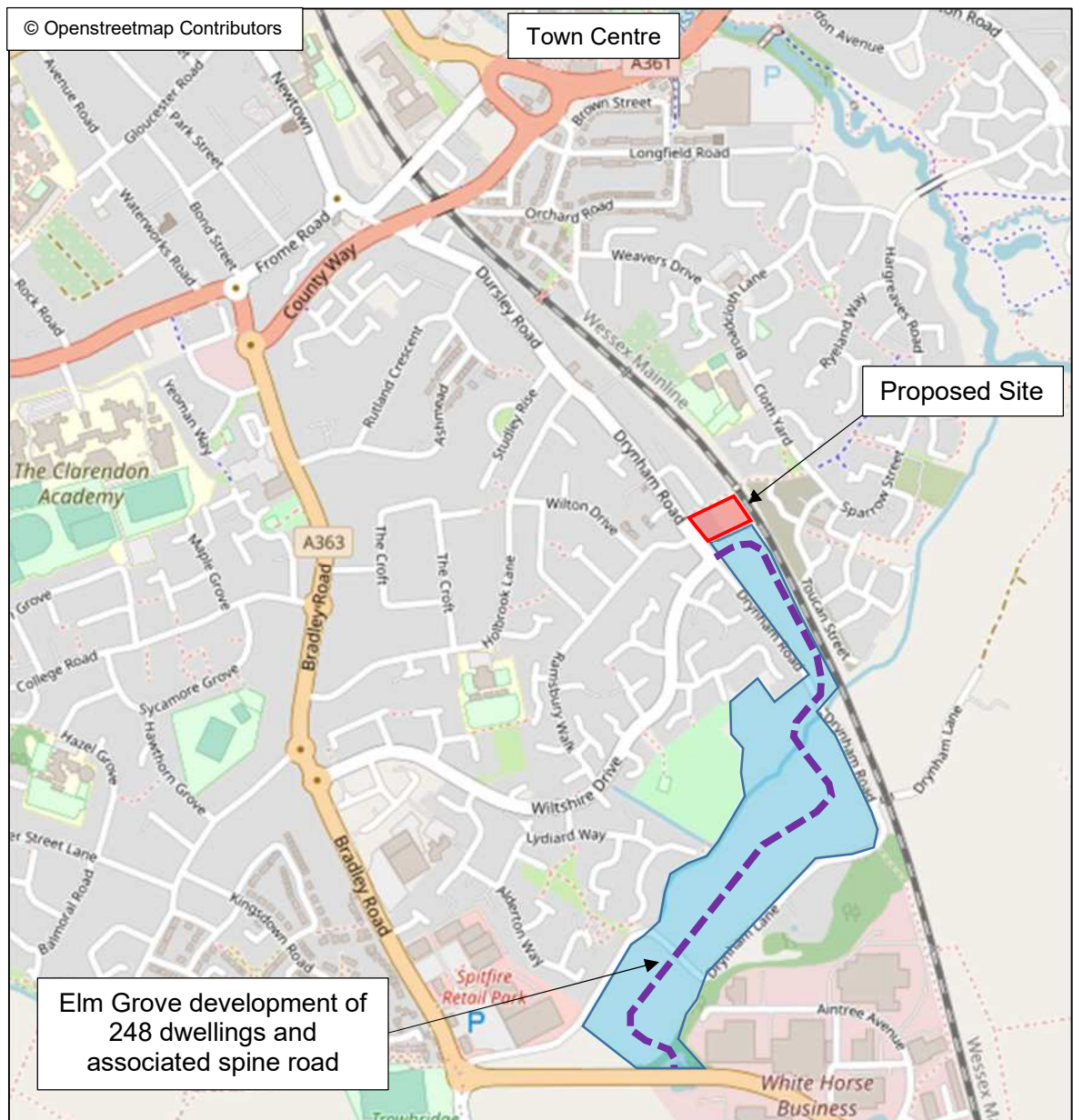


FIGURE 2.1: Local Highway Network

- 2.7 At the southern end of Drynham Road it turns sharply towards the southwest and becomes Wiltshire Drive before linking through to the A363 Bradley Road. Wiltshire Drive is a high standard local distributor road purpose built to serve previous residential developments in the area. It is 7.3m in width, has 2.0m footways on both sides, is street lit and subject to a 30mph speed limit. There is no direct frontage access for the adjacent properties with these being served from various cul-de-sacs that lead off Wiltshire Drive itself.

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- 2.8 At its western end, Wiltshire Drive forms the side arm of a three-arm mini-roundabout junction with Bradley Road. This junction is approximately 60m centre to centre distant from another three-arm mini-roundabout where Silver Street Lane meets Bradley Road. The offset distance is such that the operation of one junction is occasionally influenced by the operation of the other.
- 2.9 The A363 Bradley Road is the main arterial route into Trowbridge from the south with out-of-town retail parks and residential distributor roads taking access therefrom. The route is generally of a good standard being a minimum of 6.5m in width, street lit and with footways on both sides. Ghost island right turn lanes, restricted turn junctions and parking restrictions are in place to minimise traffic delays.
- 2.10 As mentioned previously, Bradley Road passes through the mini-roundabout junctions with Wiltshire Drive and Silver Street Lane before eventually forming another three-arm mini-roundabout junction with the A361 County Way. Traffic heading through Trowbridge towards Frome or Bradford on Avon continue north across this junction while traffic heading towards the town centre, or through towards the Devizes and Chippenham directions turn east onto County Way.
- 2.11 County Way performs an inner bypass function linking the A363 Bradley Road to the Longfield signalised gyratory. This gyratory provides access to the town centre and through routes towards the east and north of the town.
- 2.12 County Way is of a high standard being 7.3m in width, street lit and subject to a 40mph speed limit. It also provides shared footway / cycleway facilities on both sides of the carriageway. Parking is restricted by double yellow lines along its length and there are only two side road junctions; one being a ghost island right turn access to the Lamplighters Walk residential estate and the other being the restricted movements junction with Dursley Road discussed previously.
- 2.13 The above roads form the main elements of the existing local highway network however there are numerous other residential streets in the vicinity of the site including Southview Road which forms the side arm of a priority junction with Drynham Road located broadly opposite the site. Southview Road is approximately 7m in width, street lit and with a 20mph speed limit. It provides direct frontage access to numerous dwellings before connecting through to Wiltshire Drive.
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- 2.14 Planning consent is in place for a large development of 248 dwellings at Elm Grove just south of the Southview Farm site (references 19/11459/OUT and PL/2023/09425). This scheme is currently under construction and will ultimately deliver a new 6.5m wide spine road that will convert the Drynham Road / Wiltshire Drive bend into a mini-roundabout and provide a new link road through to the A363 at the White Horse Business Park.
- 2.15 Part of the committed highway works associated with the Elm Grove development is a road narrowing / traffic calming feature on Drynham Road located adjacent the Southview Farm site. The approved feature is shown on the plans attached as **Appendix B** which represent the outline scheme and that now being advanced through the Section 278 Agreement. The traffic calming feature is taken as being 'committed' within the remainder of this report.
- 2.16 Completion of the spine road in due course will further improve the highway links in the vicinity of the Southview Farm site.

Existing Traffic Flows

- 2.17 A 12-hour turning count was undertaken at the Drynham Road / Southview Road priority junction on Tuesday 9th May 2023. The results of this survey are attached as **Appendix C** and are summarised in **Table 2.1** below.

Movement	12-Hour Day	AM Peak Hour 08:00 – 09:00	PM Peak Hour 17:00 – 18:00
Drynham Road North to Drynham Road South	657	79	98
Drynham Road North to Southview Road	108	1	18
Southview Road to Drynham Road North	89	9	7
Southview Road to Drynham Road South	23	1	3
Drynham Road South to Southview Road	30	0	2
Drynham Road South to Drynham Road North	314	35	61

TABLE 2.1: Traffic Survey Results (Vehicles)

- 2.18 The above identifies a two-way flow on Drynham Road to the north of the Southview Road junction of 1,168 two-way vehicles over a 12-hour day (07:00 to 19:00). In the AM peak hour 124 two-way vehicles were recorded while in the PM peak hour 184 two-way vehicles were recorded.
- 2.19 These values represent low traffic flow conditions equating to approximately 2 two-way vehicles per minute in the morning peak and approximately 3 two-way vehicles per minute in the evening peak.

- 2.20 There is a clear directional bias with approximately twice as many vehicles heading south compared to north throughout the day and across the peak hours. This is likely a function of the restricted turns available at the Dursley Road / County Way junction.
- 2.21 Traffic flows on Southview Road are very low with only 11 two-way vehicles in the morning peak hour and only 30 two-way vehicles in the evening peak hour.
- 2.22 These survey results will be taken as representing the existing traffic flow conditions within the traffic impact assessments that form Section 6 of this report.

Existing Highway Safety Record

- 2.23 Personal Injury Collision (PIC) data for the local highway network has been obtained from the 'CrashMap' website. The location of the recorded collisions (red flag = 'serious' and orange flag = 'slight') covering the latest 5-year period for which data is available is shown in **Figure 2.2** overleaf with this being an annotated extract from the website.
- 2.24 The key area in relation to the site is that formed by County Way to the north, Dursley Road / Drynham Road to the east, Wiltshire Drive to the south and Bradley Road to the west. Within this, the length of Dursley Road / Drynham Road and Wiltshire Drive together with their junctions with County Way and Bradley Road are the most relevant.
- 2.25 The Figure identifies a series of predominantly 'slight' collisions along Bradley Road and at its junction with County Way. This is not unexpected given the high volume of traffic that use these roads and the numerous side road junctions and residential driveways accessed directly from Bradley Road. County Way has experienced less collisions which is likely a function of the limited number of side roads and no direct frontage access.
- 2.26 Only one collision has been recorded along the length of Dursley Road, Drynham Road and Wiltshire Drive that links County Way (north) past the site to Bradley Road (southwest). Details of this are:
- Collision 1 – Friday January 31st 2020 – 17:40 – dark but with street lights – wet conditions – not at a junction – reversing car collides with elderly pedestrian on the adjacent footway – one serious casualty.
- 2.27 The causation suggests driver error rather than any particular deficiency with the local highway network.

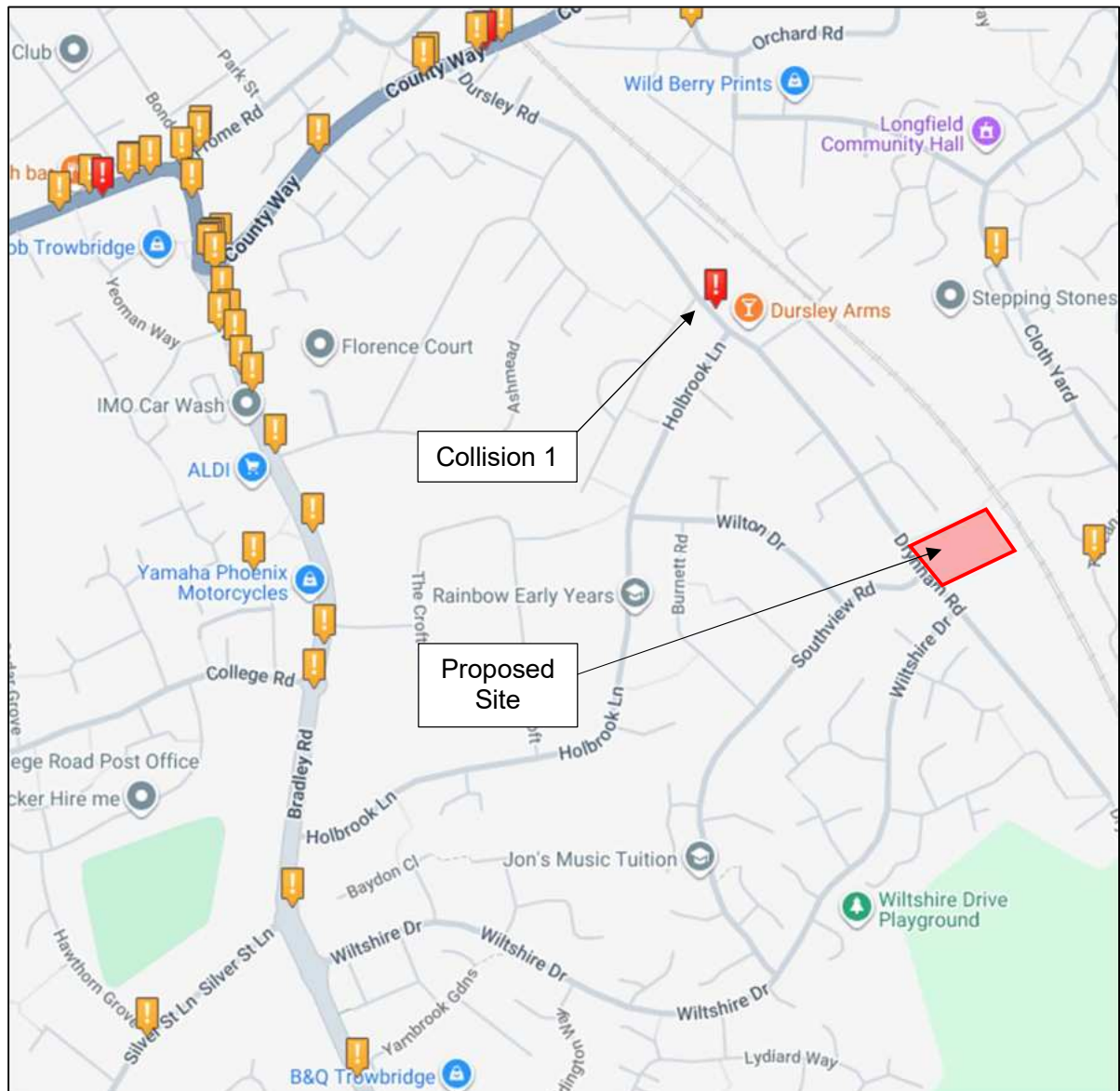


FIGURE 2.2: Annotated Extract from 'CrashMap' Website

2.28 It should be noted that the severity information is based on STATS19 Police Collision Reports which themselves identify the three categories of injury collision as follows:

- a fatal collision is one in which at least one person is fatally injured;
- a serious collision is one in which at least one person is seriously injured, but no-one suffers a fatal injury, and which is in one (or more) of the following categories:
 - (a) an injury for which a person is detained in hospital as an in-patient; or

(b) any of the following injuries (whether or not the person is detained in hospital):
fractures, concussion, internal injuries, crushing, severe cuts and lacerations,
severe general shock requiring treatment;

- a slight collision is one in which at least one person suffers "slight" injuries (i.e. a sprain, bruise or cut which is not judged to be severe, or slight shock requiring roadside attention), but no-one is seriously or fatally injured.

2.29 There may also have been 'damage only' collisions within the local area but detailed records of such occurrences are not taken by the emergency services, so such information is unknown.

2.30 Of particular note is the lack of PICs along the section of Drynham Road where it passes the site itself and at the Drynham Road / Southview Road junction. The roads and junctions in the vicinity of the proposed development site therefore clearly operate safely under existing traffic flow conditions.

3 EXISTING NON-CAR ACCESSIBILITY

Introduction

- 3.1 The development proposals comprise a free-standing children's nursery and refurbishment of the existing 4 bedroom Farmhouse. This section of the report therefore reviews the accessibility of the site by sustainable modes of transport in the context of the proposed land uses which are likely to be a net attractor of trips rather than a generator of trips. The accessibility of a site is important as it is likely to impact on the number of private car trips made to and from the site and the localised impacts of the additional traffic associated with the development.
- 3.2 In general, it should be noted that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under 2km. Cycling also has the potential to substitute for short car trips, particularly those under 5km. Both modes of travel have the potential to form part of a longer journey by public transport.

Walking

- 3.3 A children's nursery provides a primarily local function and should therefore be readily accessible on foot by those living within say 800m or 10 minutes walk. **Figure 3.1** overleaf identifies an 800m walking isochrone from the entrance to the proposed nursery via the most direct publicly accessible routes.
- 3.4 It is clear that the children's nursery will be accessible to a large local population including residents of the Elm Grove development once it has been built out. Similarly, and not shown on Figure 3.1, there are on-going proposals for further residential development to the east of the railway line which, once approved and constructed, could access the children's nursery via Sparrow Street and the existing shared use path that bridges over the railway, or the Drynham Lane underbridge of the railway. This latter route is proposed as a pedestrian and cycle link between the developments east and west of the railway line with further development therefore increasing the overall catchment area of the proposed nursery.
- 3.5 All the residential roads within the local area benefit from appropriate footway provision thereby encouraging and facilitating walking trips to and from the site.



FIGURE 3.1: 800m Walking Isochrone

- 3.6 Pedestrian access will also be further enhanced as part of the Elm Grove development which will deliver a new shared use path on the eastern side of Drynham Road, as shown on the plans attached as Appendix B. This will provide a direct and convenient pedestrian link between the Elm Grove site and the Southview Farm site.
- 3.7 The Chartered Institute of Highways and Transportation (CIHT) identifies that the preferred maximum walking distance when accessing employment is 2km. A significant proportion of the built-up area of Trowbridge and North Bradley is within such a walking distance thereby offering the opportunity for future residents of the Farmhouse to walk to and from work and for future staff at the children's nursery to walk to and from the site.

- 3.8 For residents of the Farmhouse the nearest convenience store is a 350m walk with the nearest supermarket being a 975m walk. Primary schooling is available within an approximately 450m walk while secondary schooling is available within an approximately 1,400m walk. Trowbridge town centre is approximately 1,350m walk from the Farmhouse.
- 3.9 It is noted that the CIHT document 'Planning for Walking' published in March 2015 notes that approximately 80% of journeys shorter than 1 mile (1.6km) are made wholly on foot with this having changed little in 30 years. Clearly a significant proportion of trips to and from the site are likely to be undertaken on foot.

Cycling

- 3.10 Cyclists in the local area are currently required to share the carriageway with vehicles. The only exception to this is the link over the railway that connects Drynham Road with Sparrow Street which has recently been upgraded to a shared use path. This link is directly adjacent the Southview Farm site and will help to encourage cycle trips from the residential areas east of the railway.
- 3.11 As identified previously, a new section of shared use path is also to be created beside Drynham Road across the Southview Farm frontage with this connecting the existing Sparrow Street link to Wiltshire Drive and beyond to the consented Elm Grove development. The existing Drynham Lane that continues south from Wiltshire Drive is also to be converted to pedestrian and cycle use only as part of the Elm Grove development.
- 3.12 New traffic free pedestrian and cycle routes will continue through Elm Grove towards North Bradley, the White Horse Business Park and under the railway towards the proposed residential developments to the east (Ashton Park). Cycle access within the local area is therefore rapidly improving which will assist in encouraging cycle use when accessing the Southview Farm site.
- 3.13 An acceptable day to day cycling distance is normally taken as being approximately 5km which means the whole of Trowbridge is accessible by cycling as are North Bradley, Southwick and parts of Bradford on Avon.
- 3.14 It should also be noted that Local Transport Note 1/20: Cycle infrastructure Design, identifies that a trip distance of over five miles (8km) is not uncommon for commuter journeys by cycle which extends the potential cycle catchment area even further.

Public Transport

- 3.15 The nearest bus stop to the site is located on Southview Road approximately 100m from the site boundary, i.e., well within the 400m standard walking distance to a bus stop.
- 3.16 Weekday bus services from this stop are limited to the No.60 which provides a clockwise Trowbridge 'town' service running to an hourly frequency from the town centre via Southview Road and the southern residential areas to Studley Green and then back to the town centre via Holbrook Lane and Drynham Road, as shown in **Figure 3.2** below.

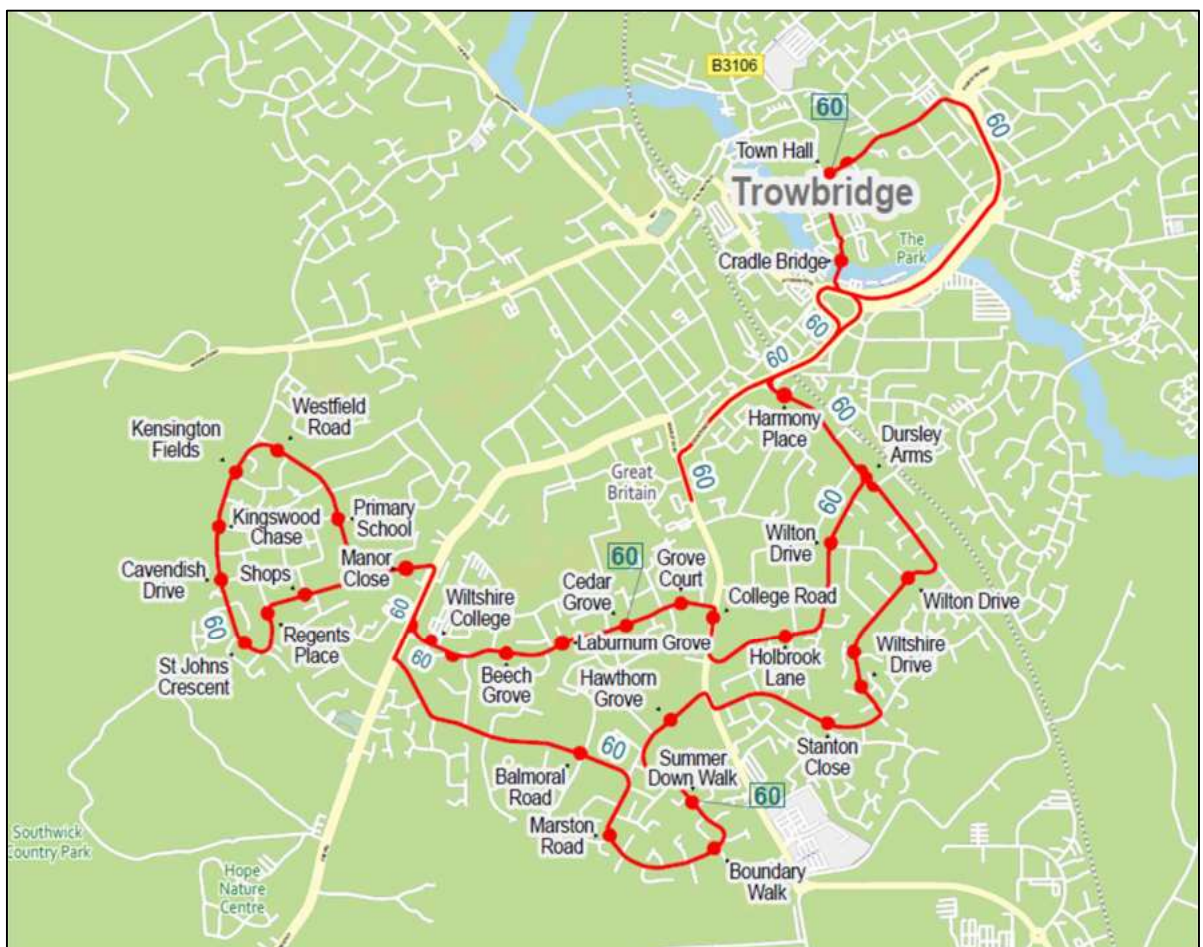


FIGURE 3.2: No.60 Bus Route

- 3.17 The stops on Southview Road provide 6 buses per weekday between 09:24 and 16:24 however the No.60 operates as a loop service meaning buses towards the town centre can also be caught at the Dursley Arms which is only approximately 350m walking distance from the site. The 6 buses per weekday operate from this stop between 08:48 and 14:16 therefore providing flexibility on timings.

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- 3.18 On Saturdays, service No.67A provides 7 buses over the course of the day that link North Bradley with Trowbridge town centre via Southview Road. Again, this service operates as a loop allowing inbound buses to also be caught at the Dursley Arms stop. There are no buses serving the area on Sundays.
- 3.19 Further bus services are available from stops on Bradley Road at a walking distance of approximately 900m with the D1 in particular providing good links to Westbury and Warminster in one direction and Trowbridge, Bradford on Avon and Bath in the other.
- 3.20 All bus services that operate through Trowbridge are available within the town centre at a walking distance of approximately 1.4km with Trowbridge Railway Station being approximately 1.5km walk from the site. These distances are within the 2km preferred maximum identified previously and could therefore also provide opportunities to access the various land uses within the proposed site by public transport / walking.

Summary

- 3.21 The proposed development will offer future parents and staff at the children's nursery and residents of the Farmhouse with an excellent opportunity to walk or cycle when accessing the site. Public transport also offers good opportunities to access the site by non-car modes both from within Trowbridge and from other towns and cities in the region.

4 DEVELOPMENT PROPOSALS

Proposed Site Layout

- 4.1 The proposed development comprises a 512m² gross internal floor area (GIA) children's nursery together with refurbishment and minor extension of the existing Farmhouse to form a single 4 bedroom dwelling. Appendix A of this report contains the Architect's proposed site layout plan with further information detailed within the Design and Access Statement that forms part of the planning application submission.

Site Access

- 4.2 Vehicle access to the site will be taken from Drynham Road with the proposed access arrangement attached as **Appendix D**.
- 4.3 A road narrowing / traffic calming feature and a new length of shared use path is to be introduced on Drynham Road as part of the consented Elm Grove development (see Appendix B). The road narrowing is just to the north of the site while the shared use path passes across the site frontage itself. The proposed site access arrangement has been designed to fully accommodate these works as committed development. Indeed, demolition of the existing stone barns in the northwest corner of the site allows a further widening of this shared use path and removes a localised 'pinch point' at the intersection with the shared use link to / from Sparrow Street.
- 4.4 Vehicle access is provided as a dropped kerb 'footway crossover' such that users of the shared use path will retain priority. This is considered appropriate particularly given the on-site access roads and parking will remain private rather than being offered for adoption.
- 4.5 Drynham Road has a 20mph speed limit where it passes the site which equates to a visibility requirement of 25m when measured from a 2.4m set back distance on the access. The access plan demonstrates that the required visibility is readily available particularly given the proposed 3m shared use path beside Drynham Road and the proposed road narrowing feature just to the north. It should also be noted that the available visibility will in practice be much greater than the minimum 25m distance requirement.
- 4.6 Speed surveys have not been undertaken to support this report as the road narrowing feature and additional turning movements associated with the proposed development will clearly serve to reduce future vehicle speeds as they pass the site.

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- 4.7 The refurbished Southview Farmhouse will be provided with a separate drop kerb footway crossover driveway access direct from Drynham Road. This represents a relocation of the existing driveway that will be lost to the proposed children's nursery access. It should be noted that the proposed driveway location is the same as that approved through a previous unimplemented planning consent that has since lapsed (16/01539/FUL).
- 4.8 The 3m shared use path again ensures that the Farmhouse driveway will provide visibility splays greater than the minimum 2.4m by 25m required for the posted speed limit. Design details where the driveway meets the back edge of the shared use path will also ensure that appropriate inter-visibility will be available between drivers emerging from the driveway and passing pedestrians / cyclists. This is also demonstrated on the proposed access plan (Appendix D).
- 4.9 It is acknowledged that the proposed shared use path and road narrowing are currently linked to construction of the consented Elm Grove residential development and that timing of their delivery cannot be guaranteed at present. Subject to planning and development timescales it is therefore proposed that the children's nursery development implement the road narrowing feature and the shared use path across the Drynham Road site frontage unless the Elm Grove development has already done so in advance.
- 4.10 It is also acknowledged that the proposed site access is broadly opposite the Southview Road side road junction and that right turning vehicles into the site and into Southview Road could potentially obstruct each other. The probability of this is considered extremely low particularly given that the traffic surveys identify a maximum of only 18 right turns into Southview Road in any one hour across the day. For completeness however, it is proposed to provide 'Keep Clear' road markings on Drynham Road across the Southview Road bellmouth such that vehicles intending to turn right into the site do not obstruct those turning right into Southview Road.
- 4.11 Pedestrian access to the children's nursery will be taken from the Drynham Road shared use path via a guided route across the car park to the main entrance. The Farmhouse will take direct pedestrian access from the back of the shared use path via a garden gate a path to the front door. Pedestrians will also be able to access the Farmhouse via its driveway.
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Car Parking Provision

- 4.12 The proposals will provide car parking in line with the adopted Wiltshire Council Car Parking Strategy (March 2015).
- 4.13 For a children's nursery the Council's standards require a maximum of 2 spaces per 3 staff, 1 space per 12 pupils, and 1 visitor space per 7 staff. Discussions with the intended operator of the nursery advise that it will likely accommodate up to 110 children and 23 members of staff. On this basis, the maximum number of spaces permissible by the Council's standards would be 28 car parking spaces.
- 4.14 The Parking Strategy document identifies that the actual parking provision for developments should be negotiated between the Council and developers which allows for some flexibility in the interpretation of the standards. In this case, the intended operator of the children's nursery has identified that a parking provision of 15 spaces will be sufficient to fully accommodate the site's parking needs. This is based on a wealth of experience gained from their numerous existing nurseries across the country.
- 4.15 The appropriateness of 15 car parking spaces can also be justified through parking accumulation calculations based on TRICS survey data. The TRICS data is discussed further in Section 5 with the associated parking accumulations set out in **Table 4.1** below.

Time Period	Arrivals		Departures		Accumulation
	Trip Rate	No. of Trips	Trip Rate	No. of Trips	
06:00-07:00	0.267	1.4	0.000	0.0	1.4
07:00-08:00	4.114	21.1	2.247	11.5	11.0
08:00-09:00	6.519	33.4	6.044	30.9	13.5
09:00-10:00	1.741	8.9	2.025	10.4	12.0
10:00-11:00	0.465	2.4	0.285	1.5	12.9
11:00-12:00	0.633	3.2	0.665	3.4	12.7
12:00-13:00	1.171	6.0	1.234	6.3	12.4
13:00-14:00	0.981	5.0	1.266	6.5	10.9
14:00-15:00	0.665	3.4	0.665	3.4	10.9
15:00-16:00	0.981	5.0	1.139	5.8	10.1
16:00-17:00	3.038	15.6	2.373	12.1	13.6
17:00-18:00	5.538	28.4	6.614	33.9	8.1
18:00-19:00	0.236	1.2	1.419	7.3	2.0

TABLE 4.1: Parking Accumulation for Children's Nursery

- 4.16 It can be seen that the maximum parking accumulation is 13.6 so in effect 14 cars. This value remains below the 15 spaces proposed meaning the car park will fully accommodate the likely parking demands.
- 4.17 Section 3 of this report identified that the site is in a highly accessible location where parents / children and staff will have good opportunities to access it by walking and other non-car modes of travel. The site is located in a densely populated residential area where further residential development is planned, consented and currently under construction. The catchment area of the nursery is therefore likely to be primarily associated with these local residential areas which in turn encourages and enables the use of non-car modes of travel.
- 4.18 Given the above, 15 car parking spaces is considered appropriate given the likely parking demands and the overall accessibility of the site. The layout of the car park is as shown on the architect's plans at Appendix A.
- 4.19 Blue badge parking is normally taken as being 5% of the overall number of parking spaces available which equates to the 1 space shown on the site layout plan. Electric Vehicle Charging Points will also be provided within the car park with 2 such spaces considered appropriate. If necessary, this number can be adjusted and agreed through the application process before being secured by an appropriately worded planning condition.
- 4.20 The Council's Car Parking Strategy identifies that a 4 bedroom dwelling should be provided with a minimum of 3 car parking spaces.
- 4.21 This level of parking will be provided again as shown on the Architect's site layout plans. The length and width of the driveway will also allow for the off-street parking of additional vehicles associated with visitors.
- 4.22 An Electric Vehicle Charging Point will be provided for the refurbished Farmhouse with this being installed fully in accordance with Part S of the Building Regulations.

Cycle Parking Provision

- 4.23 The proposals will provide cycle parking in accordance with the adopted Wiltshire Council Cycling Strategy (March 2014).

- 4.24 The minimum cycle parking requirement for the children's nursery is 1 cycle space per 10 staff and 1 cycle space per 45 pupils. A covered cycle store will therefore be provided to accommodate staff parking of 4 bicycles. A further 2 Sheffield hoops (4 cycles) will be provided adjacent the building entrance to accommodate short term cycle parking by parents.
- 4.25 With 4 bedrooms, the Farmhouse requires a minimum of 3 cycle parking spaces. These will be provided in a covered and secure location adjacent the house with full details to be secured through an appropriately worded planning condition.

Servicing

- 4.26 The proposed site layout plan has been designed to accommodate the access and turning requirements of a large refuse collection vehicle and a standard rigid delivery lorry. These are likely to be largest size of vehicle requiring access to the site noting that in practice day to day deliveries are likely to involve much smaller vehicles.
- 4.27 A swept path analysis (attached as **Appendix E**) demonstrates that the vehicles can turn in an appropriate manner. It is also noted that the tapered nature of the parking area provides ample opportunities for cars to reverse in to or out of the individual parking spaces without difficulty. The wider section of the parking area can also accommodate the turning of larger vehicles should the need arise.
- 4.28 The on-site car parking and turning areas will not be offered for adoption and will remain private. They will however be constructed to an adoptable standard and an appropriate indemnity agreement provided to the Council to enable refuse collection vehicles to access the site should they need to do so.
- 4.29 Routing to and from the site by delivery vehicles is envisaged to be via Bradley Road and Wiltshire Drive given their higher standard. This will serve to minimise the impact of larger vehicles on the northern section of Drynham Road and Dursley Road beyond.
- 4.30 The proposed layout ensures that fire tenders can easily get within the prescribed 45m distance of both elements of the development which accords fully with Building Regulations.

Travel Plans

- 4.31 The National Planning Policy Framework states that all developments which generate significant amounts of movement should be required to provide a Travel Plan (TP). Wiltshire Council's 'Development Related Travel Plans Guidance' provides more detail and identifies appropriate thresholds for their provision.
- 4.32 All schools are required to have a full TP although this is not thought to apply to children's nurseries. Residential developments require a TPS only where there are more than 20 units.
- 4.33 No TP for the children's nursery has been prepared to support the application however one could be secured through a pre-occupation Condition should the Planning and Highway Authorities considered this necessary

5 PREDICTED TRIP GENERATION AND DISTRIBUTION

Vehicle Trip Rates and Generation

- 5.1 The TRICS trip rate database has been interrogated to identify likely traffic flows associated with the proposed children's nursery. The Farmhouse is existing however for a robust assessment the traffic flows associated with this have also been derived through TRICS and treated as new.
- 5.2 The search parameters within the database have been adjusted where appropriate to ensure the results represent the site location and nature of the proposals as accurately as possible while still retaining sufficient survey sites to enable a robust average to be taken. For both land uses only reference sites in a suburban, edge of town or neighbourhood centre location have been included.
- 5.3 Average vehicle trip rates and associated trip generation for the land uses are identified in **Table 5.1** below with the TRICS outputs being attached in full as **Appendix F**.

	AM Peak Hour (08:00 to 09:00)		PM Peak Hour (17:00 to 18:00)		12 Hour Day
	Arrive	Depart	Arrive	Depart	Two-Way
CHILDREN'S NURSERY					
Trip Rate per 100m ²	6.519	6.044	5.538	6.614	52.068
Proposed = 512m ²	34	31	29	34	267
RESIDENTIAL					
Trip Rate per dwelling	0.177	0.402	0.366	0.215	5.339
Proposed = 1 dwelling	1	1	1	1	6
TOTAL TRIP GENERATION – SOUTHVIEW FARM					
TOTAL TRIPS	35	32	30	35	273

TABLE 5.1: Predicted Residential Vehicle Trips

- 5.4 It is clear from the above table that the modest scale of the development proposals serves to keep the likely vehicle trip generation relatively low. It is also noted that the peak hour trip generation is broadly similar to that associated with the previously consented convenience store led development proposal for the site (PL/2023/11008). The total traffic movements across the 12-hour day are however much reduced when compared to that previous consent (273 down from 596).

- 5.5 Overall, trip generation equates to approximately 1 additional vehicle either arriving or departing the site every minute on average during the peak hours with significantly less at other times of the day. This number of additional turning movements is considered low and unlikely to have any material impact on highway capacity or road safety. Traffic impact is however considered further in Section 6 of this report.

Vehicle Trip Distribution

- 5.6 The traffic survey results summarised in Table 2.1 identify that the turning restrictions in place at the County Way / Dursley Road junction lead to a higher number of vehicles heading southbound on Drynham Road than northbound throughout the day. When considering the straight-ahead movements through the Southview Road junction, this equates to a 70% / 30% bias in the morning peak hour and a 62% / 38% bias in the evening peak hour.
- 5.7 The children's nursery nature of the main land use within the site is such that it is likely to attract primarily local trips which in turn are likely to distribute in a similar manner to the existing local traffic flows. For simplicity, and to take account of the existing directional bias, the following assessment of traffic impact has distributed the additional vehicle movements generated by the proposed development to Drynham Lane on the basis of a 66% / 33% directional split in both highway peak hours.

6 PREDICTED TRAFFIC IMPACT

Assessment Scenarios

- 6.1 The volume of additional traffic predicted to be generated by the development proposals has been shown to be relatively low. This means its impact will only be felt in a local context close to the development site itself. The traffic impact assessments have therefore been limited to the proposed site access junction from Drynham Road and its interaction with the Southview Road junction opposite.
- 6.2 It is considered appropriate to assess traffic impact for a 2030 design year which represents broadly 5 years from the application date, as per Department for Transport guidance.
- 6.3 Background traffic growth between the 2023 traffic surveys and the 2030 design year has been derived through use of TEMPro and in particular the National Traffic Model AF15 dataset for the Wiltshire Authority area. For the AM peak period this identifies a local traffic growth factor of 1.0644 and for the PM peak period, 1.0651.
- 6.4 Traffic associated with the completed Elm Grove site has also been included as committed development. The change in flows associated with Elm Grove has been taken from the traffic modelling report that supported its 19/11459/OUT planning application.
- 6.5 The traffic flow diagrams attached as **Appendix G** summarise the above and identify the traffic flows used within the capacity assessments. The scenarios assessed are:
- 2023 base year with no development.
 - 2030 design year including committed development – the future situation without the proposed development.
 - 2030 design year including committed development and traffic generation – the future situation with the proposed development.

Capacity Assessments

- 6.6 The junction capacity assessments have been undertaken using the Junctions 9 computer programme written and published by the Transport Research Laboratory Ltd (TRL) and, in particular, the 'PICADY 9' priority intersection module. Priority junctions are modelled using well-established capacity relationships which intrinsically link junction geometries to driver behaviour and in turn predict capacities, queues and delays.

- 6.7 **Table 6.1** below sets out the junction capacity results for the proposed Drynham Road / site access junction together with its interaction with the Southview Road junction opposite. The full junction modelling results are attached as **Appendix H**.

	AM Peak (08:00 to 09:00)				PM Peak (17:00 to 18:00)			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2023 Base				2023 Base			
Drynham Road (S)	-	-	-	-	-	-	-	-
Southview Road	0.0	6.32	0.02	A	0.0	6.88	0.02	A
Drynham Road (N)	0.0	6.24	0.00	A	0.1	6.34	0.04	A
Site Access	-	-	-	-	-	-	-	-
	2030 Design + Committed				2030 Design + Committed			
Drynham Road (S)	-	-	-	-	-	-	-	-
Southview Road	0.0	6.40	0.02	A	0.0	6.99	0.02	A
Drynham Road (N)	0.0	6.23	0.00	A	0.1	6.21	0.04	A
Site Access	-	-	-	-	-	-	-	-
	2030 Design + Committed + Proposed				2030 Design + Committed + Proposed			
Drynham Road (S)	0.0	6.43	0.02	A	0.0	7.01	0.02	A
Southview Road	0.0	6.40	0.02	A	0.0	6.39	0.02	A
Drynham Road (N)	0.0	6.29	0.05	A	0.1	7.36	0.07	A
Site Access	0.0	6.23	0.02	A	0.1	6.11	0.04	A

TABLE 6.1: Junction Capacity Results

- 6.8 The above demonstrates that the existing Drynham Road / Southview Road junction operates with minimal queuing and delay on both the Southview Road approach and the right turn movement from Drynham Road north into Southview Road. The maximum ratio of flow to capacity value (RFC) is identified as being 0.04 which is significantly below the 0.85 value normally taken as representing the practical capacity of a priority junction.
- 6.9 Adding traffic growth to 2030 and committed development to the existing junction makes little difference to the results with the maximum RFC value being unchanged.
- 6.10 The proposed development creates a new site access junction and additional turning movements, but the maximum RFC value only increases to 0.07 with queue lengths remaining less than 1 vehicle and delays being limited to approximately 7.5 seconds. The level of service (LOS) value is 'A' both with and without the proposed development.

-
- 6.11 A key issue to consider is the right turn movements from Drynham Lane north into Southview Road and their interaction with the right turn movements from Drynham Lane south into the new site access. The above Table identifies that right turning movements will not be required to queue during the AM peak hour with queuing of only 0.1 vehicles predicted in the PM peak hour. This is the equivalent of only 1 in 10 vehicles being required to wait to turn right and even then, only for a matter of seconds.
- 6.12 Traffic flows will clearly remain low post development and at a level whereby the hooking right turn movements will not lead to any operational, capacity or road safety issues. The provision of 'Keep Clear' road markings on Drynham Lane where it passes the Southview Road bellmouth will further assist in ensuring no operational difficulties.
- 6.13 The traffic impact of the proposals is minimal and in no way can be considered 'severe' in the context of National Planning Policy Framework paragraph 116.

7 SUMMARY AND CONCLUSIONS

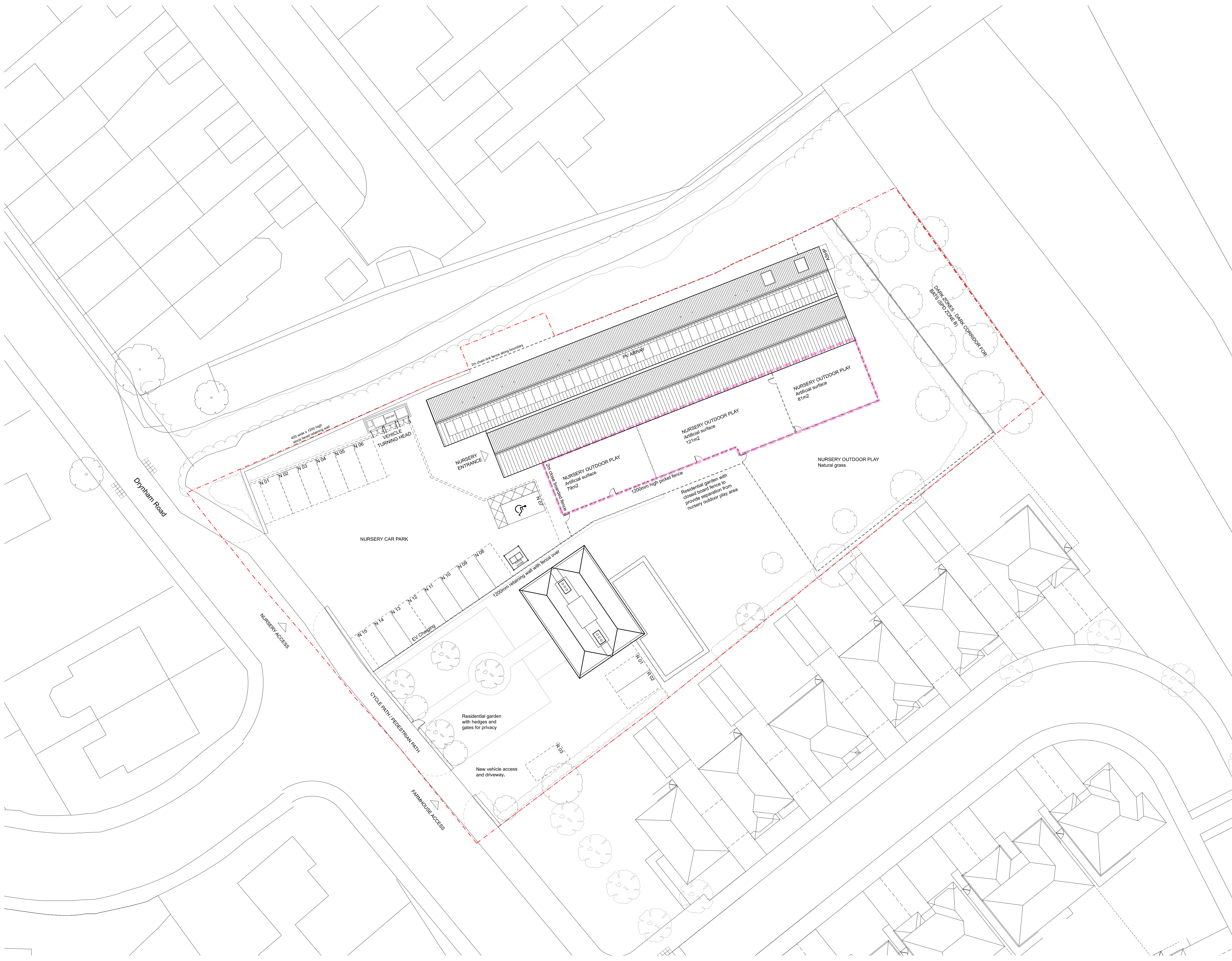
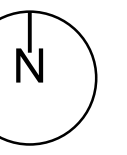
- 7.1 This Transport Statement has been prepared in support of a planning application for redevelopment of the existing Southview Farm, Drynham Lane, Trowbridge site. The proposals will create a 512m² children's nursery and refurbish the existing Farmhouse as a single 4 bedroom dwelling.
- 7.2 The report reviews the standard of the existing highway network, the non-car accessibility of the site, the vehicle access arrangements, and the effects of the likely increase in traffic flows on the operation of the local highway network.
- 7.3 In summary, this report identifies that:
- The site is located within a residential area of Trowbridge with convenient road access to the local and regional highway network. Collision data identifies that the local highway network currently operates relatively safely.
 - The site will be a net attractor of trips and has a large residential population within an appropriate walking distance. The town centre and various other services and facilities are also readily accessible by walking using existing footways and Public Rights of Way.
 - Cycling allows access to the whole of Trowbridge with an existing shared use path running east-west over the railway just to the north of the site. A new north-south shared use path is also to be introduced beside Drynham Road and across the site frontage as part of the Elm Grove residential development site which is currently under construction nearby.
 - Public transport provision in the vicinity of the site is reasonable with the No.60 Trowbridge town service using stops approximately 100m from the site. All the bus services through Trowbridge are available from the town centre within approximately 1.4km walk with the railway station being approximately 1.5km walk or cycle.
 - The children's nursery car park and the Farmhouse driveway will be accessed via separate vehicle crossovers of the shared use path that is to be implemented beside Drynham Road. Visibility on egress from both accesses will be greater than the minimum 25m required for the speed limits in place.

- Both elements of the development will provide appropriate levels of car and cycle parking in accordance with the Wiltshire Council maximum and minimum standards. The number of car parking spaces proposed for the children's nursery has also been informed by the potential operator's experience of parking demand at their existing nurseries elsewhere and justified by a TRICS based check of parking accumulation.
 - The layout of the proposed car park allows refuse collection vehicles and rigid delivery vehicles to enter the car park, turn and depart the site in a forward gear.
 - Traffic generation associated with the development proposals will amount to approximately 67 two-way vehicles in the worst-case highway peak hour and approximately 273 two-way vehicles across a 12 hour day. These 12 hour movements are approximately half of those associated with a previous planning consent for the site (PL/2023/11008) which remains valid.
 - The traffic impact of the proposal will be extremely small and will have no material impact on the operational capacity or safety of the local highway network. The maximum Ratio of Flow to Capacity value is 0.07 with a maximum delay of 7.4 seconds and a maximum queue length of 0.1 vehicles.
 - The minimal queue lengths are such that the close proximity of the proposed site access junction to the Southview Road junction opposite will not lead to any adverse implications with hooking right turn movements. 'Keep Clear' road markings will further assist in reducing the risk of such issues occurring.
- 7.4 Paragraph 116 of the December 2024 National Planning Policy Framework, states that *"Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."*
- 7.5 This report has demonstrated that the proposed development will not have an unacceptable impact on highway safety and will not have a 'severe' residual cumulative impact on the road network. As such, it is considered that there are no highway reasons that would warrant withholding planning permission for the proposed development of a children's nursery and refurbishment of the Farmhouse at Southview Farm, Drynham Road, Trowbridge, Wiltshire.

APPENDICES

APPENDIX A

Architect's Site Layout Plans



Area of Artificial Surface = 281 m²

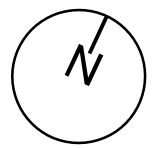
A	Jan 2026	Revised parking layout
REV DATE		DETAILS

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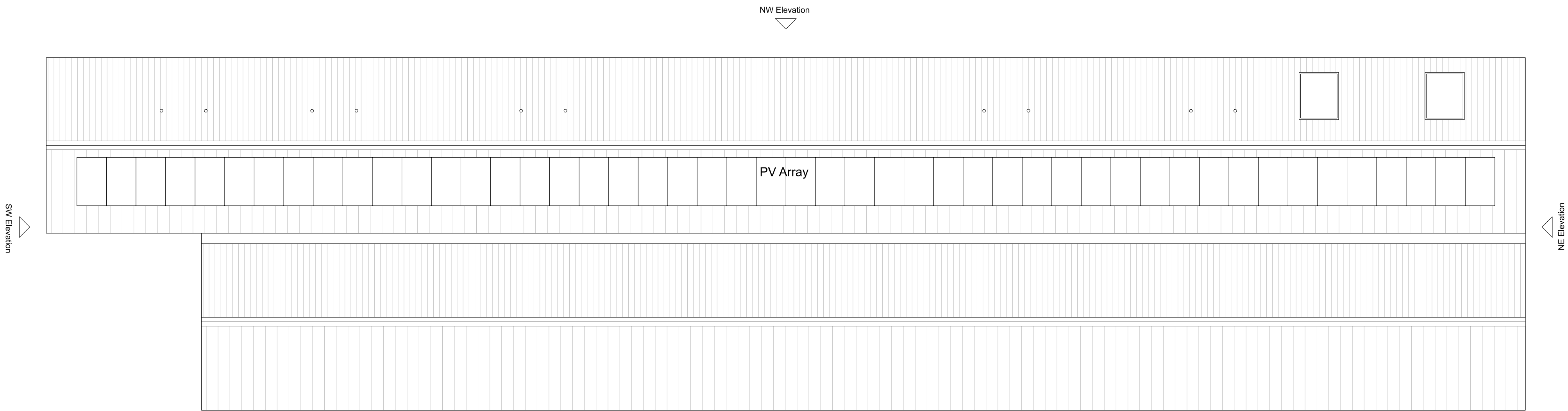
SOUTHVIEW FARM
MIXED USE - RETAIL, OFFICES, AND FLAT
PROPOSED SITE PLAN

PLANNING OCT 2025 1:200@A1 AM RM
2226 AL(0)020 A

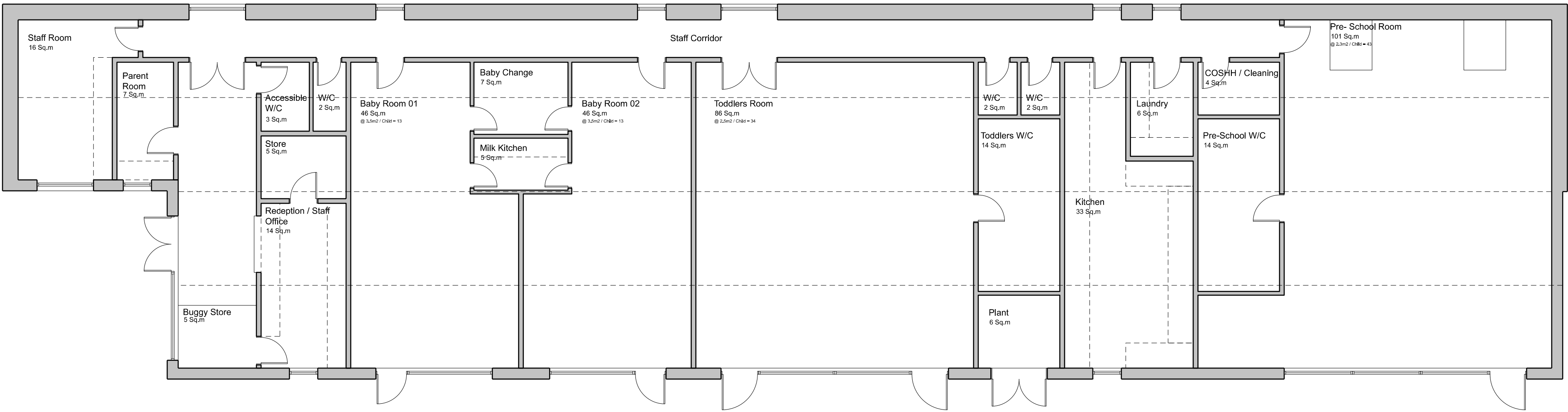
© MITCHELL ELEY GOULD ARCHITECTS 01225 799033
THE ICE HOUSE G/F NORTH OFFICE 124-126 WALCOT STREET BATH BA1 5BG
USE FIGURED DIMENSIONS ONLY



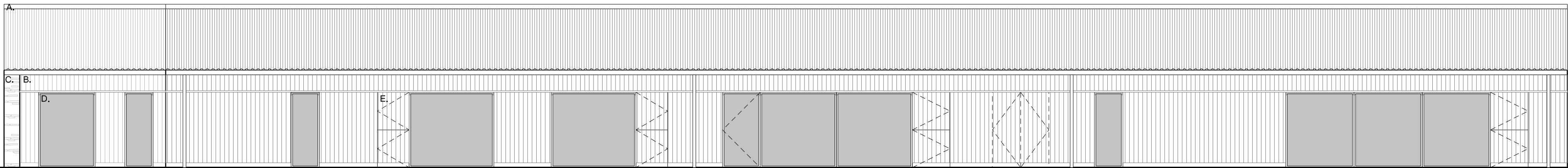
Material Legend:
A. Corrugated metal sheets. Colour: TBC
B. Articulated timber cladding. Colour: TBC
C. Reclaimed stone mixed with new matching stone
D. PVC Aluminium windows and doors. RAL Colour: TBC
E. MWH Local. Colour: Black
F. PPG Aluminium rooflight. Colour to match glazing
G. Grippex PPG Aluminium windows and doors. RAL Colour: TBC



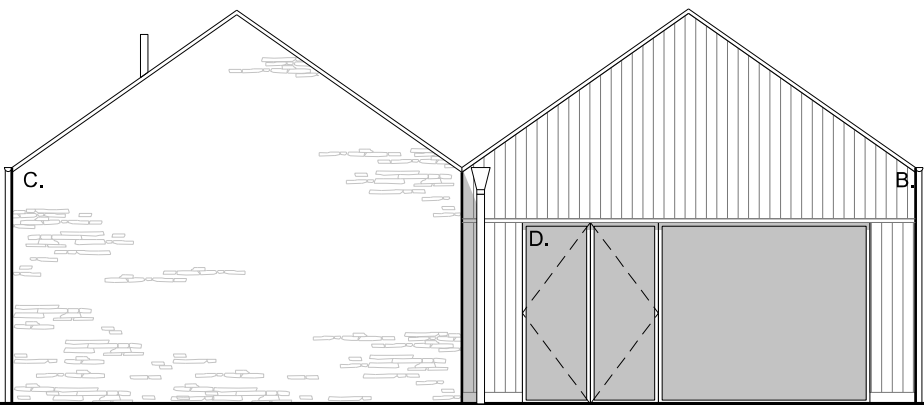
Roof Plan



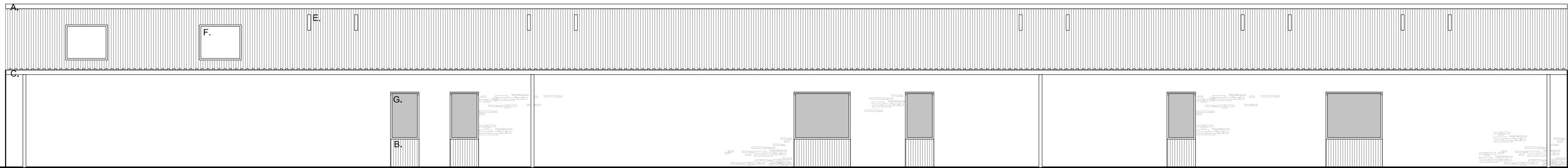
Ground Floor Plan
PROPOSED AREAS:
GIA = 512m²
GEA = 565m²



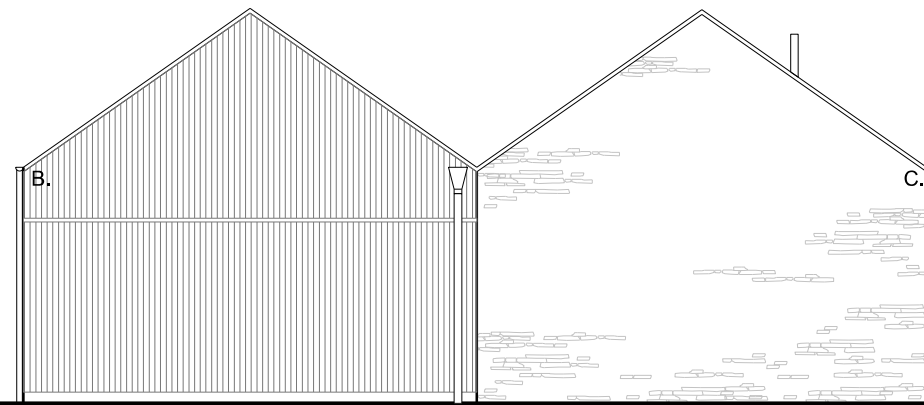
South-East Elevation



South-West Elevation



North-West Elevation



North-East Elevation

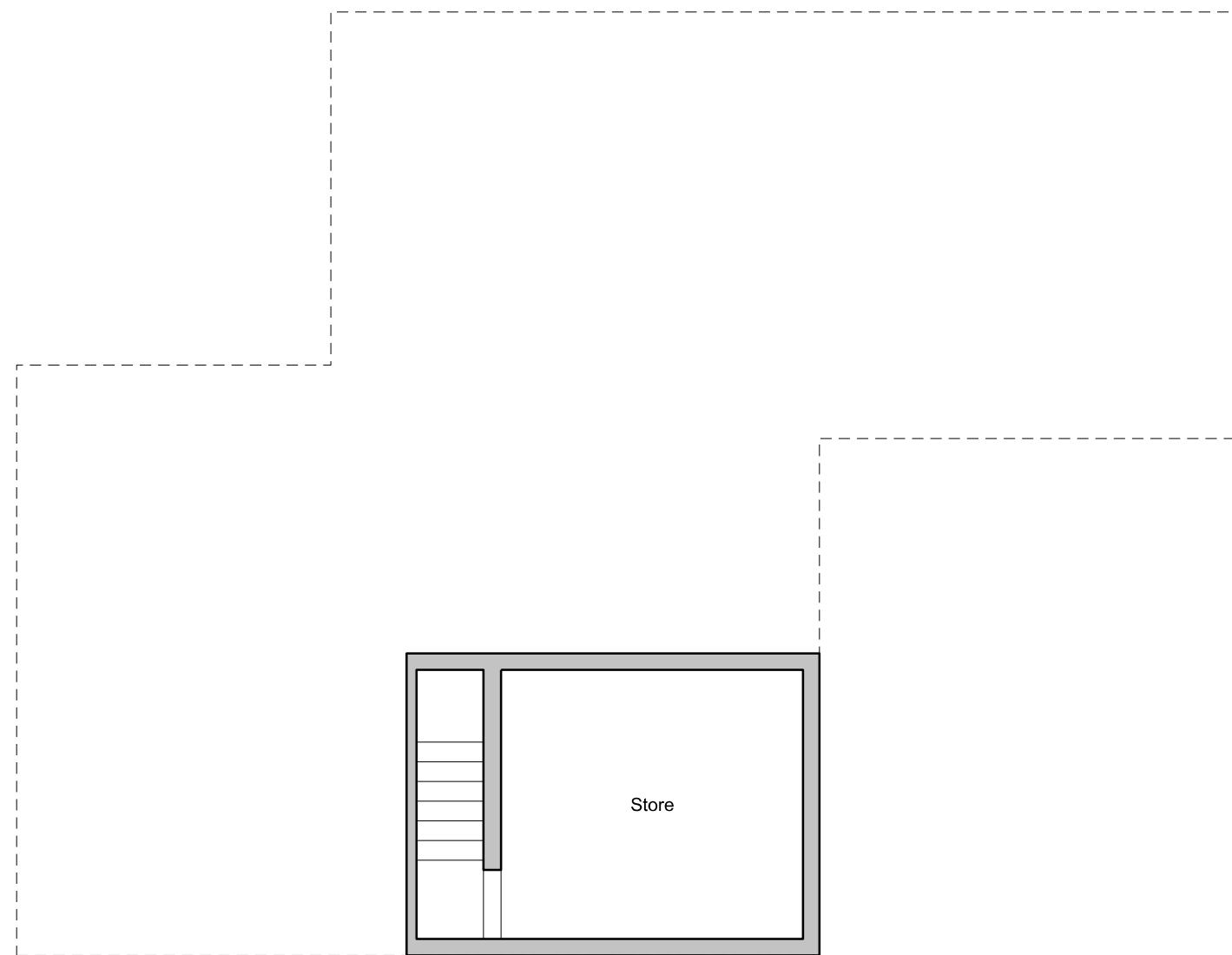
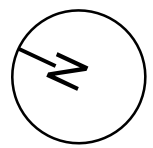
REV DATE DETAILS

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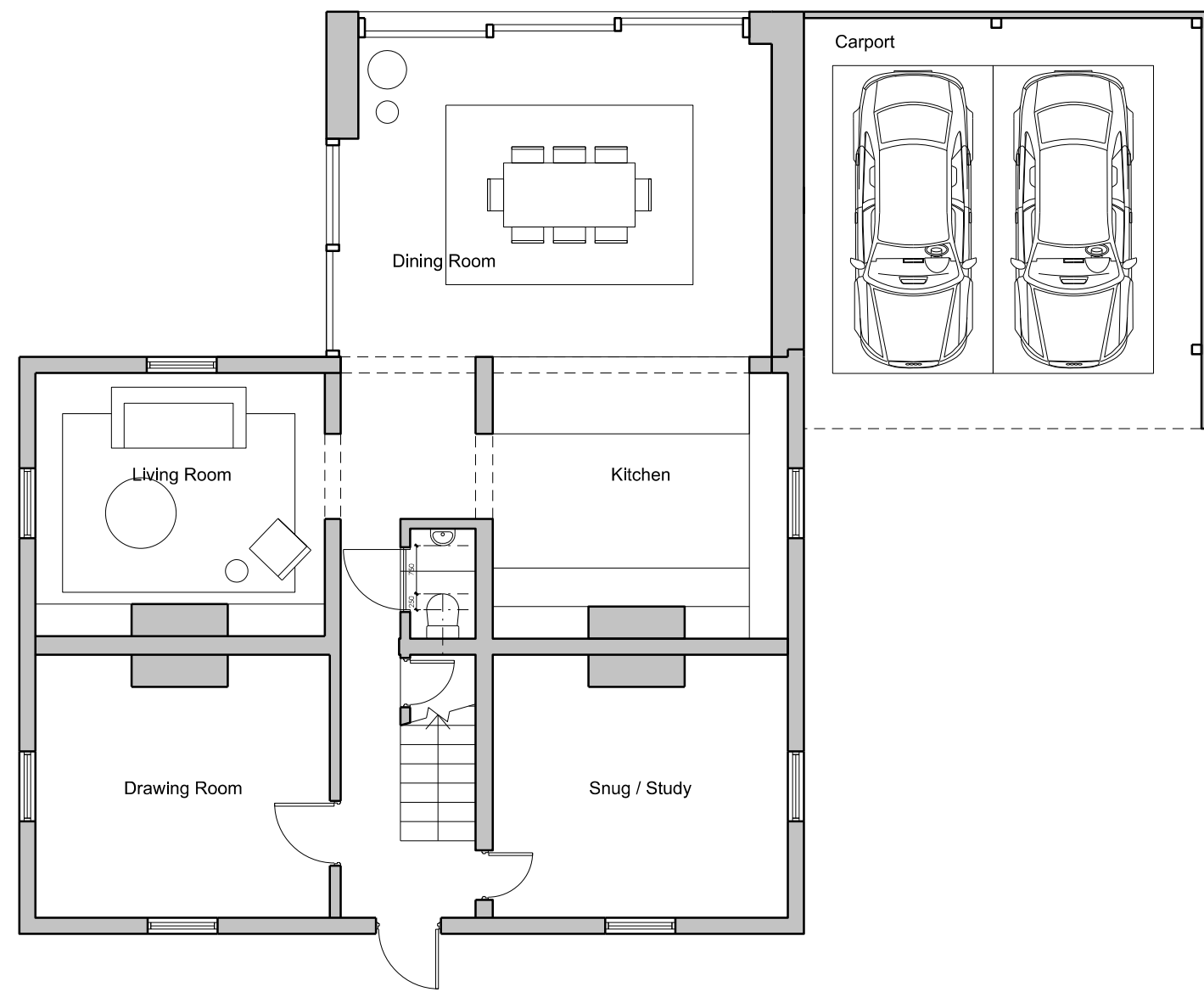
SOUTHVIEW FARM
Proposed Nursery

Planning OCT 2025 1:100@ISO A1 AM RM
2226 AL(0)022 A

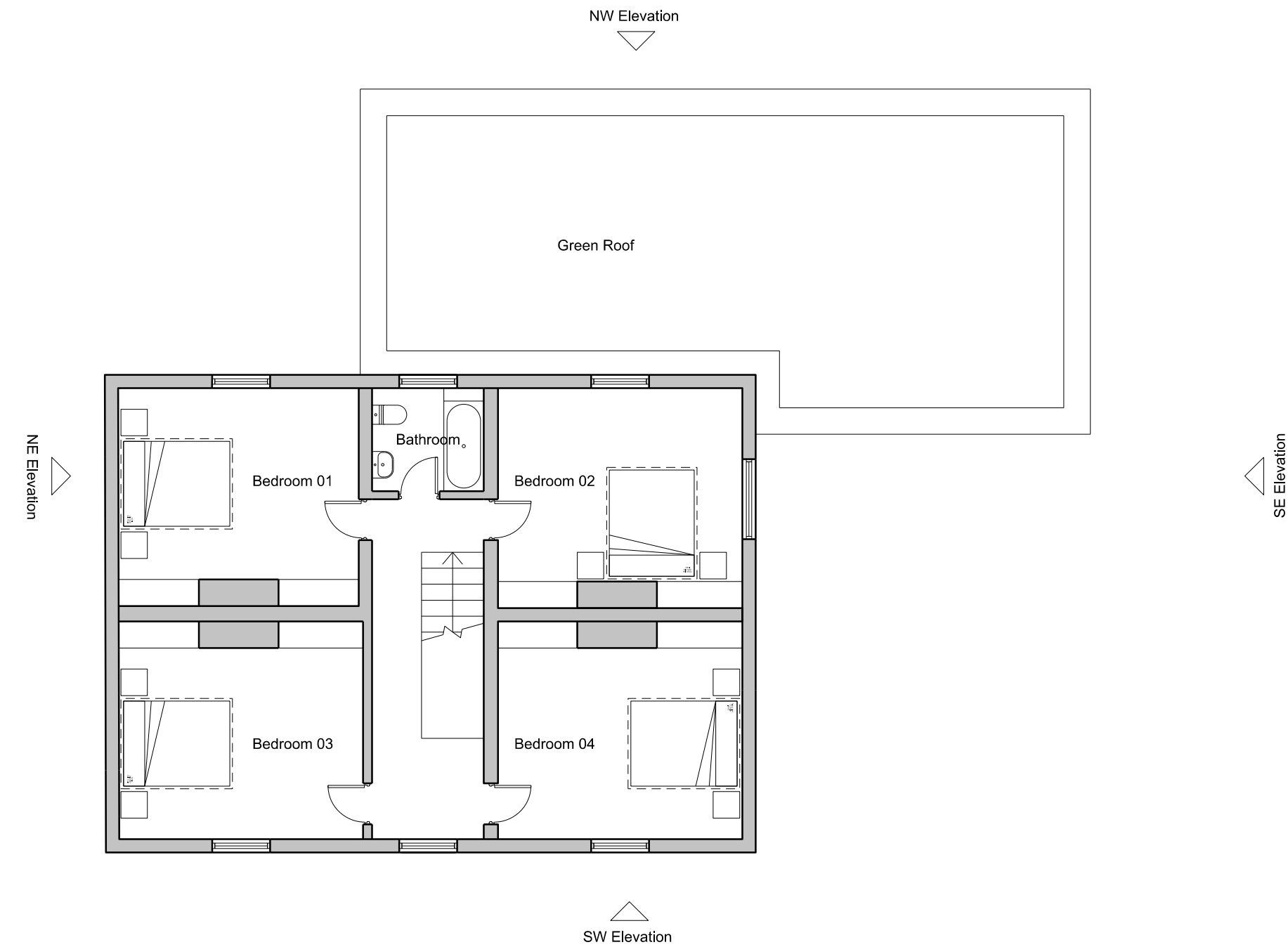
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Basement Plan
EXISTING AREAS:
GIA = 255m²
GEA = 285m²
PROPOSED AREAS:
GIA = 246m²
GEA = 276m²



Ground Floor Plan



First Floor

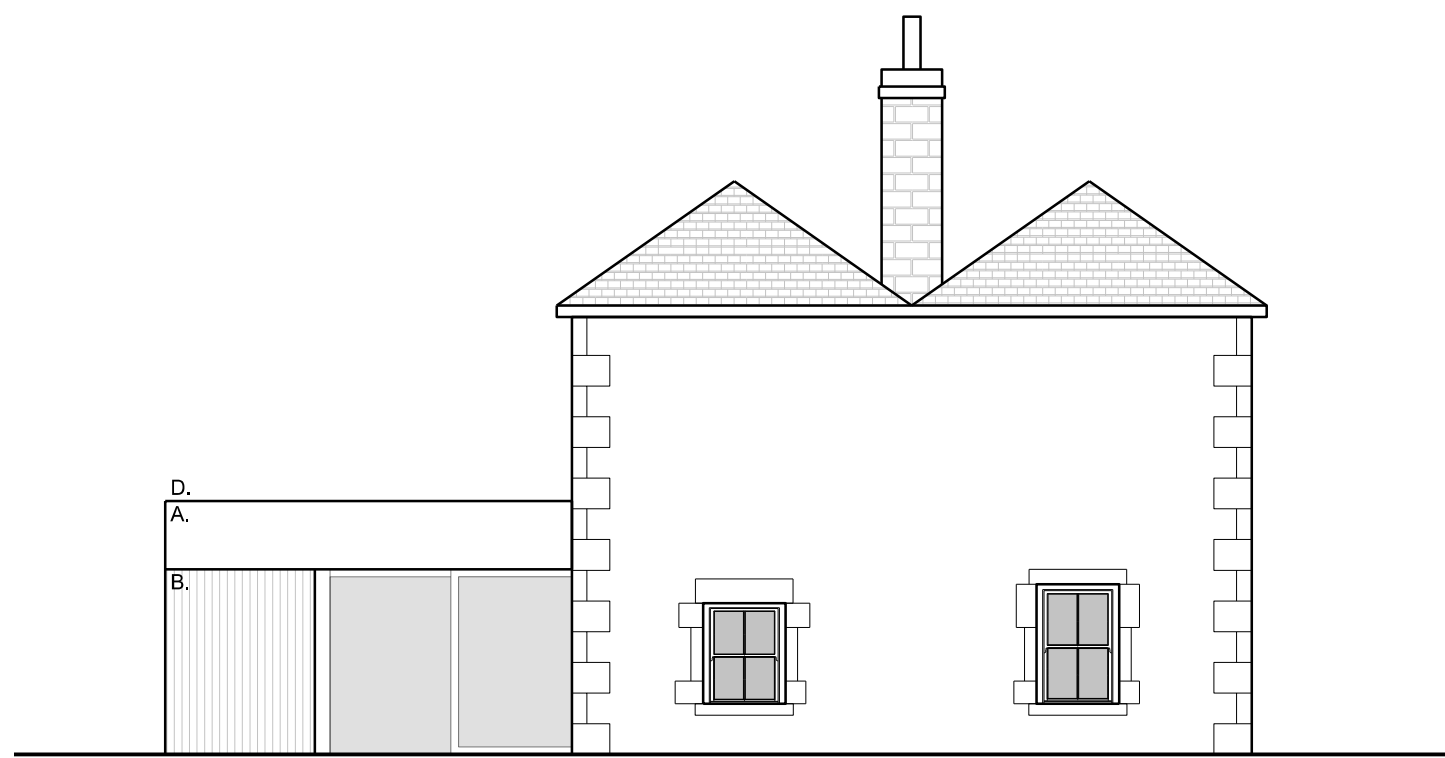
Material Legend:
A. Concrete Effect Render
B. Timber Cladding, Colour: Dark Green
C. UPVC Aluminium Windows and Doors, Colour: Black
D. Green Roof



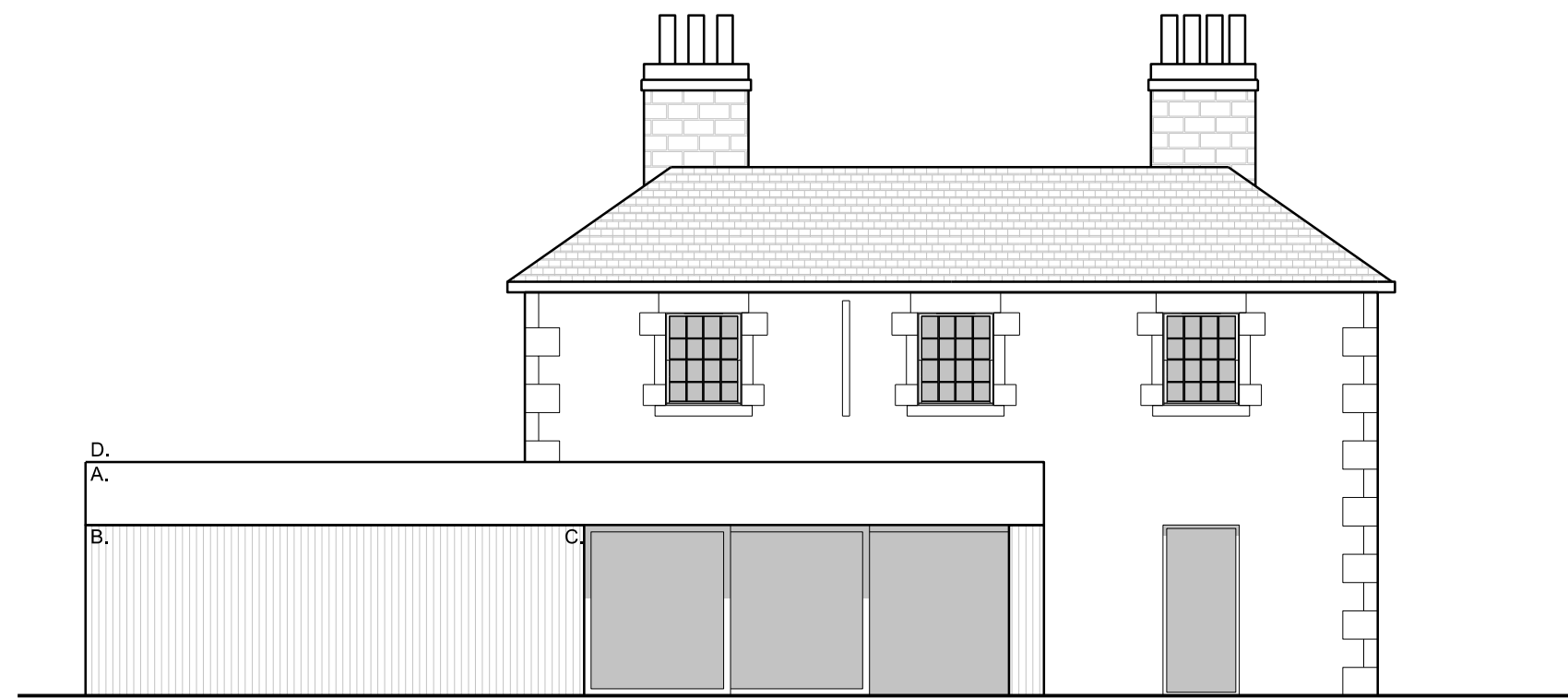
South-West Elevation



South-East Elevation



North-East Elevation



North-West Elevation

A Jan 2025 Revised extension.
REV DATE DETAILS

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SOUTHVIEW FARM
Proposed Farmhouse

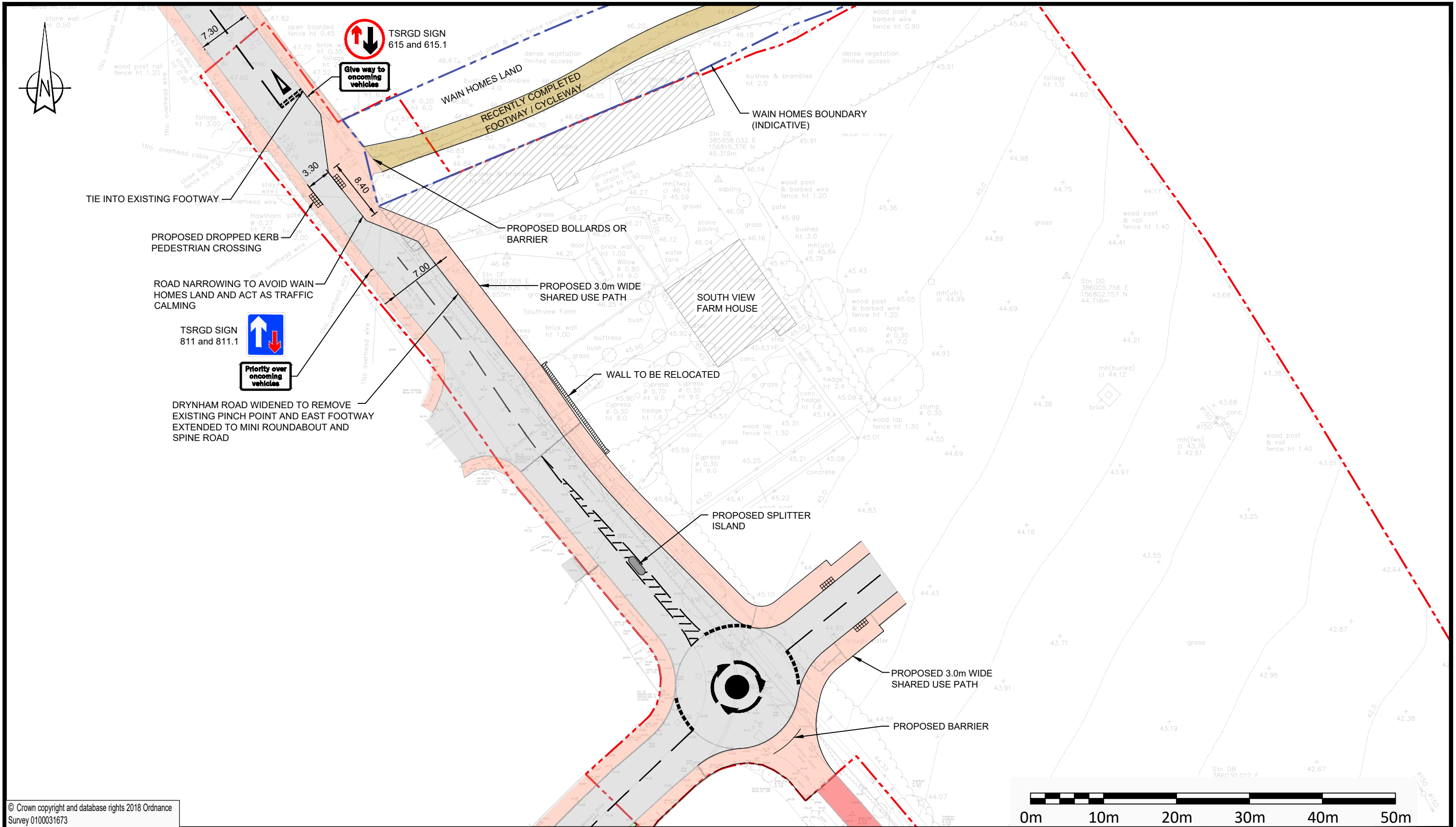
Planning OCT 2025 1:100@ISO A1 AM RM

2226 AL(0)023 A

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USE FIGURED DIMENSIONS ONLY
0 5 10 15 20m

APPENDIX B

Committed Road Narrowing on Drynham Road



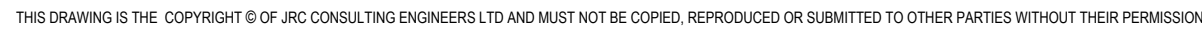
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REV	DETAILS	DRAWN	CHECKED	DATE
A	SPLITTER ISLAND ADDED	PD	BJC	18.07.2019
B	3.0m WIDE SHARED USE PATH ADDED	BJC	PD	03.04.2020
C	INTERNAL ROAD NETWORK AMENDED	BJC	PD	28.07.2020

NOTES:

1. This drawing is for illustrative purposes only and not for construction.
2. This drawing is to be read and printed in colour.
3. All dimensions are shown in metres, unless specified otherwise.

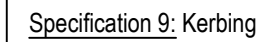
PROJECT: Elm Grove, Trowbridge				CLIENT: Coulston Estates Ltd	
DRAWING TITLE: Proposed Wiltshire Drive / Drynham Lane Access Arrangement					
DRAWN: BJC	CHECKED: MM	DATE: 30.10.2018	SCALES: 1:500	SHEET SIZE: A3	DRAWING NUMBER: 1008-009
					REVISION: C



Health and Safety hazards are identified by the designer as abnormal in pursuance of the current Construction Design and Management regulations. It is assumed that all works will be carried out by competent & adequately resourced contractor(s) working to safe systems of work.



1. **DO NOT SCALE FROM THIS DRAWING FOR CONSTRUCTION**
Scaling from this drawing or obtaining dimensions electronically may not provide accurate information and should be avoided, therefore work only from figured dimensions and contact JRC Consulting Engineers.
2. This drawing is to be read in conjunction with all other relevant Architect's, Engineers & Specialist drawings, details, Specification and the relevant Health and Safety Plan (as appropriate to the project). All discrepancies to be reported to the Engineer immediately for verification.



- Kerbing notes:

1. For radii of 1m to 6m, 8m, 10m and 12m radius kerbs should be used. Radii smaller than 1m shall be 305mm quadrant kerbs.
2. For radii between 15m and 25m 600mm straight kerbs should be used. For radii greater than 25m full length kerbs may be used.
3. Bullnose kerb upstand unless stated otherwise:
 - cycle/pedestrian crossings, on street walkways and ramped/flush surfaces - 0mm upstand (BN)
 - vehicular cross over and rear of parking bays - 20mm upstand (BN)
 - shared surface - 40mm upstand (BN2)
5. Transition kerbs to be installed where necessary for pedestrian crossings, ramped surfaces, and vehicular cross overs. Refer to relevant standards.
6. Where two different surface finishes join together and no kerb is shown in between, an EF kerb is to be laid in between these surfaces unless stated otherwise.
7. Edging kerbs to be locally lowered for pedestrian crossings and vehicle crossovers.



1st Floor, Exeter International Office Park, | Web: www.jrc.co.uk

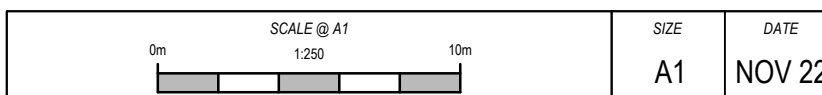
DRAWING STATUS

PROJECT
ELM GROVE,
TROWBRIDGE

CLIENT

DRAWING TITLE

S278 LAYOUT SHEET 4
PROPOSED WILTSHIRE DRIVE / DRYNHAM LANE
ACCESS ARRANGEMENT



PROJECT NUMBER 1960	DRAWING NUMBER 0773	REVISION P2
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APPENDIX C

Turning Count Survey Results

Drynham, Tuesday 9th May 2023

Junction: 1
Approach: Drynham Road North



TIME	Ahead to Drynham Road (South)					Right to Southview Road				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	1	0	0	1	1.0	2	0	0	2	2.0
07:15 - 07:30	6	0	0	6	6.0	0	0	0	0	0.0
07:30 - 07:45	8	0	0	8	8.0	0	0	0	0	0.0
07:45 - 08:00	18	0	0	18	18.0	0	0	0	0	0.0
Hourly Total	33	0	0	33	33.0	2	0	0	2	2.0
08:00 - 08:15	13	0	0	13	13.0	0	0	0	0	0.0
08:15 - 08:30	25	0	0	25	25.0	0	0	0	0	0.0
08:30 - 08:45	30	0	0	30	30.0	0	0	0	0	0.0
08:45 - 09:00	11	0	0	11	11.0	1	0	0	1	1.0
Hourly Total	79	0	0	79	79.0	1	0	0	1	1.0
09:00 - 09:15	9	0	0	9	9.0	3	0	0	3	3.0
09:15 - 09:30	8	0	0	8	8.0	1	0	0	1	1.0
09:30 - 09:45	12	0	0	12	12.0	0	0	1	1	2.0
09:45 - 10:00	11	0	0	11	11.0	4	0	0	4	4.0
Hourly Total	40	0	0	40	40.0	8	0	1	9	10.0
10:00 - 10:15	8	0	0	8	8.0	2	0	0	2	2.0
10:15 - 10:30	9	0	0	9	9.0	3	0	0	3	3.0
10:30 - 10:45	13	0	0	13	13.0	0	0	1	1	2.0
10:45 - 11:00	7	0	0	7	7.0	3	0	0	3	3.0
Hourly Total	37	0	0	37	37.0	8	0	1	9	10.0
11:00 - 11:15	7	0	0	7	7.0	1	0	0	1	1.0
11:15 - 11:30	8	0	0	8	8.0	3	0	0	3	3.0
11:30 - 11:45	15	0	0	15	15.0	1	0	1	2	3.0
11:45 - 12:00	15	0	0	15	15.0	2	0	0	2	2.0
Hourly Total	45	0	0	45	45.0	7	0	1	8	9.0
12:00 - 12:15	7	0	0	7	7.0	2	0	0	2	2.0
12:15 - 12:30	10	1	0	11	12.3	3	0	0	3	3.0
12:30 - 12:45	17	0	0	17	17.0	2	0	1	3	4.0
12:45 - 13:00	10	0	0	10	10.0	4	0	0	4	4.0
Hourly Total	44	1	0	45	46.3	11	0	1	12	13.0
13:00 - 13:15	10	0	0	10	10.0	3	0	0	3	3.0
13:15 - 13:30	10	0	0	10	10.0	1	0	0	1	1.0
13:30 - 13:45	17	0	0	17	17.0	3	0	0	3	3.0
13:45 - 14:00	6	0	0	6	6.0	3	0	0	3	3.0
Hourly Total	43	0	0	43	43.0	10	0	0	10	10.0
14:00 - 14:15	8	0	0	8	8.0	3	0	0	3	3.0
14:15 - 14:30	14	0	0	14	14.0	3	0	0	3	3.0
14:30 - 14:45	10	0	0	10	10.0	3	0	0	3	3.0
14:45 - 15:00	21	0	0	21	21.0	3	0	0	3	3.0
Hourly Total	53	0	0	53	53.0	12	0	0	12	12.0
15:00 - 15:15	12	0	0	12	12.0	2	0	0	2	2.0
15:15 - 15:30	23	0	0	23	23.0	1	0	0	1	1.0
15:30 - 15:45	15	0	0	15	15.0	0	0	0	0	0.0
15:45 - 16:00	13	0	0	13	13.0	3	0	0	3	3.0
Hourly Total	63	0	0	63	63.0	6	0	0	6	6.0
16:00 - 16:15	16	0	0	16	16.0	3	0	0	3	3.0
16:15 - 16:30	19	0	0	19	19.0	4	0	1	5	6.0
16:30 - 16:45	22	0	0	22	22.0	4	0	0	4	4.0
16:45 - 17:00	18	0	0	18	18.0	1	0	0	1	1.0
Hourly Total	75	0	0	75	75.0	12	0	1	13	14.0
17:00 - 17:15	16	0	0	16	16.0	5	0	0	5	5.0
17:15 - 17:30	31	0	0	31	31.0	6	0	0	6	6.0
17:30 - 17:45	32	0	0	32	32.0	3	0	0	3	3.0
17:45 - 18:00	19	0	0	19	19.0	4	0	0	4	4.0
Hourly Total	98	0	0	98	98.0	18	0	0	18	18.0
18:00 - 18:15	17	0	0	17	17.0	1	0	0	1	1.0
18:15 - 18:30	14	0	0	14	14.0	2	0	0	2	2.0
18:30 - 18:45	9	0	0	9	9.0	1	0	0	1	1.0
18:45 - 19:00	6	0	0	6	6.0	4	0	0	4	4.0
Hourly Total	46	0	0	46	46.0	8	0	0	8	8.0
TOTAL	656	1	0	657	658.3	103	0	5	108	113.0

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Drynham, Tuesday 9th May 2023

Junction: 1
 Approach: Drynham Road South



TIME	Left to Southview Road					Ahead to Drynham Road (North)				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	0	0	0.0	3	0	0	3	3.0
07:15 - 07:30	1	0	0	1	1.0	3	0	0	3	3.0
07:30 - 07:45	0	0	0	0	0.0	7	0	0	7	7.0
07:45 - 08:00	0	0	0	0	0.0	5	0	0	5	5.0
Hourly Total	1	0	0	1	1.0	18	0	0	18	18.0
08:00 - 08:15	0	0	0	0	0.0	7	0	0	7	7.0
08:15 - 08:30	0	0	0	0	0.0	9	0	0	9	9.0
08:30 - 08:45	0	0	0	0	0.0	12	0	0	12	12.0
08:45 - 09:00	0	0	0	0	0.0	7	0	0	7	7.0
Hourly Total	0	0	0	0	0.0	35	0	0	35	35.0
09:00 - 09:15	0	0	0	0	0.0	3	0	0	3	3.0
09:15 - 09:30	0	0	0	0	0.0	1	0	0	1	1.0
09:30 - 09:45	0	0	0	0	0.0	4	0	0	4	4.0
09:45 - 10:00	0	0	0	0	0.0	7	0	0	7	7.0
Hourly Total	0	0	0	0	0.0	15	0	0	15	15.0
10:00 - 10:15	1	0	0	1	1.0	0	0	0	0	0.0
10:15 - 10:30	0	0	0	0	0.0	5	0	0	5	5.0
10:30 - 10:45	0	0	0	0	0.0	3	0	0	3	3.0
10:45 - 11:00	2	0	0	2	2.0	2	0	0	2	2.0
Hourly Total	3	0	0	3	3.0	10	0	0	10	10.0
11:00 - 11:15	1	0	0	1	1.0	4	0	0	4	4.0
11:15 - 11:30	0	0	0	0	0.0	6	0	0	6	6.0
11:30 - 11:45	0	0	0	0	0.0	5	0	0	5	5.0
11:45 - 12:00	0	0	0	0	0.0	3	0	0	3	3.0
Hourly Total	1	0	0	1	1.0	18	0	0	18	18.0
12:00 - 12:15	0	0	0	0	0.0	6	0	0	6	6.0
12:15 - 12:30	2	0	0	2	2.0	7	0	0	7	7.0
12:30 - 12:45	0	0	0	0	0.0	7	0	0	7	7.0
12:45 - 13:00	2	0	0	2	2.0	7	0	0	7	7.0
Hourly Total	4	0	0	4	4.0	27	0	0	27	27.0
13:00 - 13:15	0	0	0	0	0.0	2	0	0	2	2.0
13:15 - 13:30	1	0	0	1	1.0	1	0	0	1	1.0
13:30 - 13:45	2	0	0	2	2.0	7	0	0	7	7.0
13:45 - 14:00	2	0	0	2	2.0	8	0	0	8	8.0
Hourly Total	5	0	0	5	5.0	18	0	0	18	18.0
14:00 - 14:15	1	0	0	1	1.0	7	0	0	7	7.0
14:15 - 14:30	0	0	0	0	0.0	5	0	0	5	5.0
14:30 - 14:45	0	0	0	0	0.0	4	0	0	4	4.0
14:45 - 15:00	0	0	0	0	0.0	3	0	0	3	3.0
Hourly Total	1	0	0	1	1.0	19	0	0	19	19.0
15:00 - 15:15	1	1	0	2	3.3	9	0	0	9	9.0
15:15 - 15:30	1	0	0	1	1.0	9	0	0	9	9.0
15:30 - 15:45	1	0	0	1	1.0	7	0	0	7	7.0
15:45 - 16:00	2	0	0	2	2.0	3	0	0	3	3.0
Hourly Total	5	1	0	6	7.3	28	0	0	28	28.0
16:00 - 16:15	1	0	0	1	1.0	5	0	0	5	5.0
16:15 - 16:30	3	0	0	3	3.0	8	0	0	8	8.0
16:30 - 16:45	0	0	0	0	0.0	11	0	0	11	11.0
16:45 - 17:00	1	0	0	1	1.0	7	0	0	7	7.0
Hourly Total	5	0	0	5	5.0	31	0	0	31	31.0
17:00 - 17:15	0	0	0	0	0.0	8	0	0	8	8.0
17:15 - 17:30	1	0	0	1	1.0	14	0	0	14	14.0
17:30 - 17:45	1	0	0	1	1.0	23	0	0	23	23.0
17:45 - 18:00	0	0	0	0	0.0	16	0	0	16	16.0
Hourly Total	2	0	0	2	2.0	61	0	0	61	61.0
18:00 - 18:15	2	0	0	2	2.0	14	0	0	14	14.0
18:15 - 18:30	0	0	0	0	0.0	7	0	0	7	7.0
18:30 - 18:45	0	0	0	0	0.0	4	0	0	4	4.0
18:45 - 19:00	0	0	0	0	0.0	9	0	0	9	9.0
Hourly Total	2	0	0	2	2.0	34	0	0	34	34.0
TOTAL	29	1	0	30	31.3	314	0	0	314	314.0

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Drynham, Tuesday 9th May 2023

Junction: 1
Approach: Southview Road

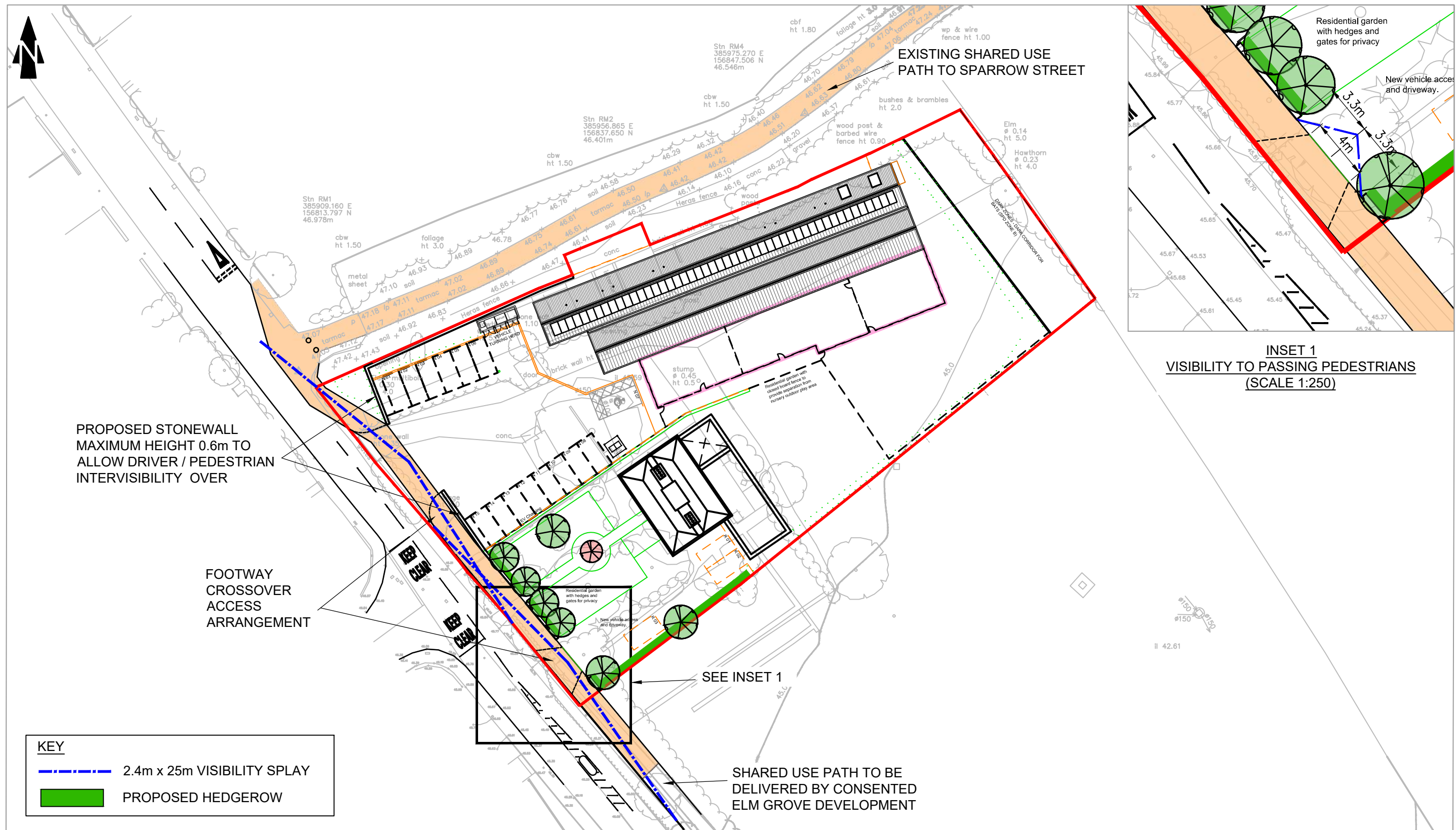


TIME	Left to Drynham Road (North)					Right to Drynham Road (South)				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	0	0	0.0	1	0	0	1	1.0
07:15 - 07:30	2	0	0	2	2.0	0	0	0	0	0.0
07:30 - 07:45	7	0	0	7	7.0	0	0	0	0	0.0
07:45 - 08:00	5	0	0	5	5.0	2	0	0	2	2.0
Hourly Total	14	0	0	14	14.0	3	0	0	3	3.0
08:00 - 08:15	2	0	0	2	2.0	0	0	0	0	0.0
08:15 - 08:30	1	0	0	1	1.0	0	0	0	0	0.0
08:30 - 08:45	4	0	0	4	4.0	0	0	0	0	0.0
08:45 - 09:00	2	0	0	2	2.0	1	0	0	1	1.0
Hourly Total	9	0	0	9	9.0	1	0	0	1	1.0
09:00 - 09:15	2	0	0	2	2.0	0	0	0	0	0.0
09:15 - 09:30	0	0	0	0	0.0	0	0	0	0	0.0
09:30 - 09:45	3	0	0	3	3.0	0	0	0	0	0.0
09:45 - 10:00	2	0	0	2	2.0	1	0	0	1	1.0
Hourly Total	7	0	0	7	7.0	1	0	0	1	1.0
10:00 - 10:15	2	0	0	2	2.0	1	0	0	1	1.0
10:15 - 10:30	2	0	0	2	2.0	1	0	0	1	1.0
10:30 - 10:45	1	0	0	1	1.0	1	0	0	1	1.0
10:45 - 11:00	2	0	0	2	2.0	0	0	0	0	0.0
Hourly Total	7	0	0	7	7.0	3	0	0	3	3.0
11:00 - 11:15	3	0	0	3	3.0	2	0	0	2	2.0
11:15 - 11:30	0	0	0	0	0.0	0	0	0	0	0.0
11:30 - 11:45	2	0	0	2	2.0	0	0	0	0	0.0
11:45 - 12:00	1	0	0	1	1.0	0	0	0	0	0.0
Hourly Total	6	0	0	6	6.0	2	0	0	2	2.0
12:00 - 12:15	0	0	0	0	0.0	0	0	0	0	0.0
12:15 - 12:30	1	0	0	1	1.0	1	0	0	1	1.0
12:30 - 12:45	3	0	0	3	3.0	0	0	0	0	0.0
12:45 - 13:00	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	4	0	0	4	4.0	1	0	0	1	1.0
13:00 - 13:15	2	0	0	2	2.0	0	0	0	0	0.0
13:15 - 13:30	2	0	0	2	2.0	0	0	0	0	0.0
13:30 - 13:45	0	0	0	0	0.0	0	0	0	0	0.0
13:45 - 14:00	1	0	0	1	1.0	0	0	0	0	0.0
Hourly Total	5	0	0	5	5.0	0	0	0	0	0.0
14:00 - 14:15	1	0	0	1	1.0	0	0	0	0	0.0
14:15 - 14:30	1	0	0	1	1.0	1	0	0	1	1.0
14:30 - 14:45	4	0	0	4	4.0	0	0	0	0	0.0
14:45 - 15:00	3	0	0	3	3.0	0	0	0	0	0.0
Hourly Total	9	0	0	9	9.0	1	0	0	1	1.0
15:00 - 15:15	1	0	0	1	1.0	0	0	0	0	0.0
15:15 - 15:30	0	0	0	0	0.0	4	0	0	4	4.0
15:30 - 15:45	1	0	0	1	1.0	2	0	0	2	2.0
15:45 - 16:00	4	0	0	4	4.0	0	0	0	0	0.0
Hourly Total	6	0	0	6	6.0	6	0	0	6	6.0
16:00 - 16:15	1	0	0	1	1.0	1	0	0	1	1.0
16:15 - 16:30	2	0	0	2	2.0	1	0	0	1	1.0
16:30 - 16:45	3	0	0	3	3.0	0	0	0	0	0.0
16:45 - 17:00	3	0	0	3	3.0	0	0	0	0	0.0
Hourly Total	9	0	0	9	9.0	2	0	0	2	2.0
17:00 - 17:15	3	0	0	3	3.0	0	0	0	0	0.0
17:15 - 17:30	0	0	0	0	0.0	2	0	0	2	2.0
17:30 - 17:45	3	0	0	3	3.0	0	0	0	0	0.0
17:45 - 18:00	1	0	0	1	1.0	1	0	0	1	1.0
Hourly Total	7	0	0	7	7.0	3	0	0	3	3.0
18:00 - 18:15	0	0	0	0	0.0	0	0	0	0	0.0
18:15 - 18:30	2	0	0	2	2.0	0	0	0	0	0.0
18:30 - 18:45	2	0	0	2	2.0	0	0	0	0	0.0
18:45 - 19:00	2	0	0	2	2.0	0	0	0	0	0.0
Hourly Total	6	0	0	6	6.0	0	0	0	0	0.0
TOTAL	89	0	0	89	89.0	23	0	0	23	23.0

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

APPENDIX D

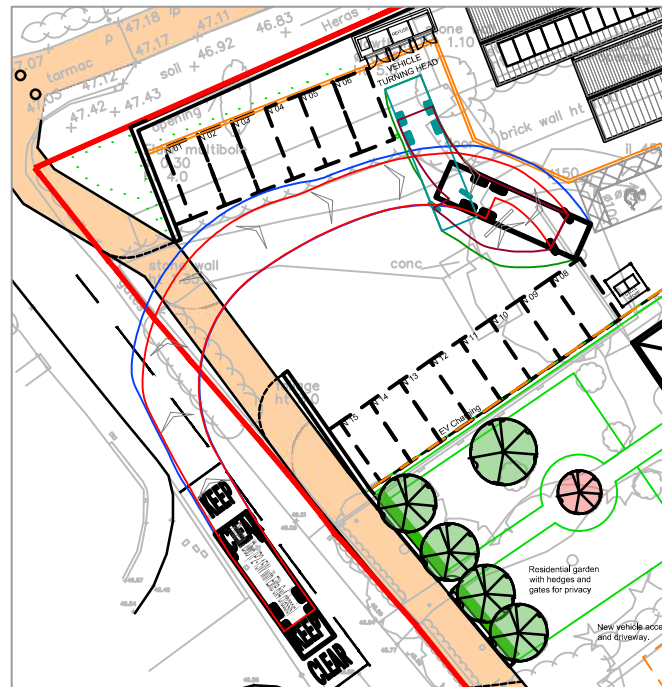
Site Access Plan



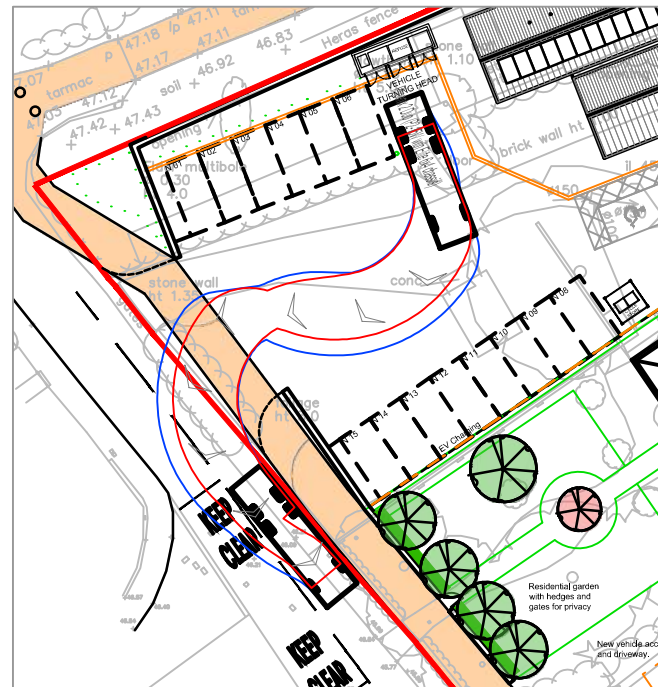
REV	DETAILS	DRAWN	CHECKED	DATE	NOTES:	PROJECT:	CLIENT:
A	PLAN REVISED TO SUIT LATEST ARCHITECT'S LAYOUT	SLW	CDM	12.01.2026	1. This drawing is for illustrative purposes only and not for construction. 2. This drawing is to be read and printed in colour. 051025 SCALE 1:500	SOUTHVIEW FARM, DRYNHAM ROAD, TROWBRIDGE DRAWING TITLE: PROPOSED SITE ACCESS DRAWN:SLW CHECKED:CDM DATE:30.10.2025 SCALE:1:500 SHEET SIZE:A3	COULSTON ESTATES LTD MILESWHITE TRANSPORT DRAWING NUMBER:22051-GA02 REVISION:A

APPENDIX E

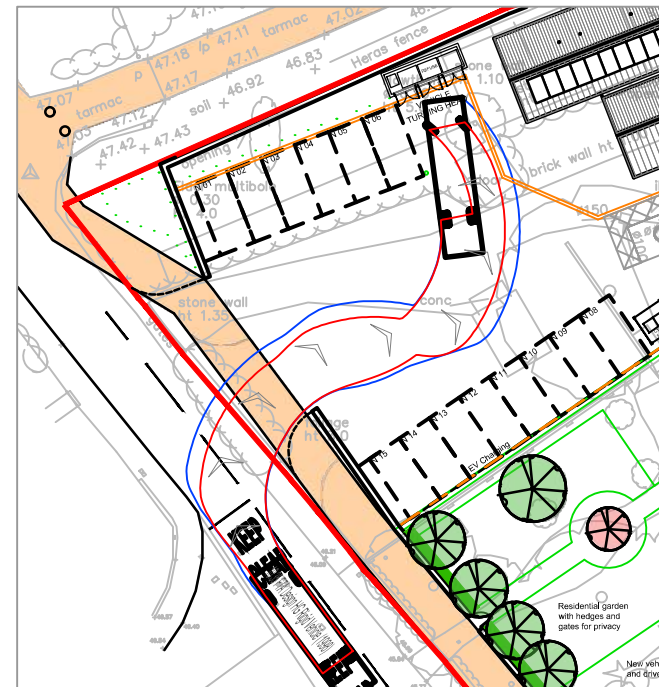
Swept Path Analysis



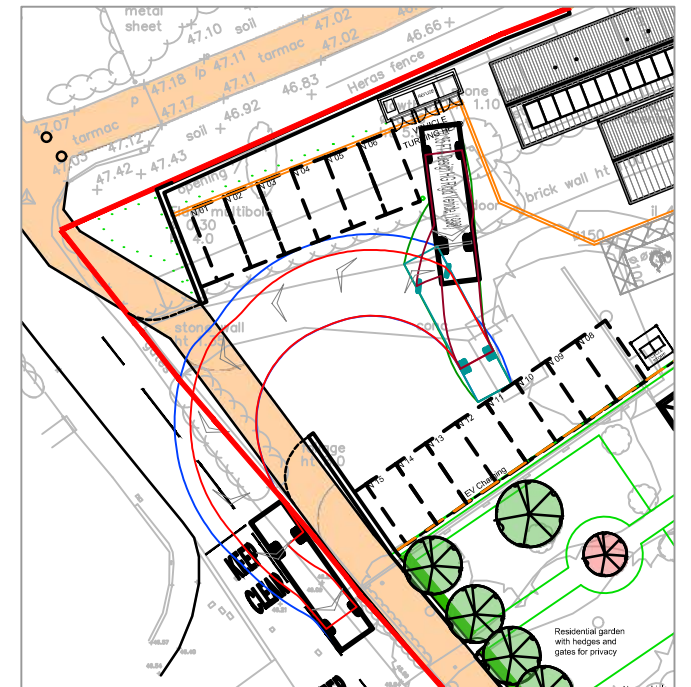
11.2m LARGE REFUSE VEHICLE ENTERING
MANOEUVRE



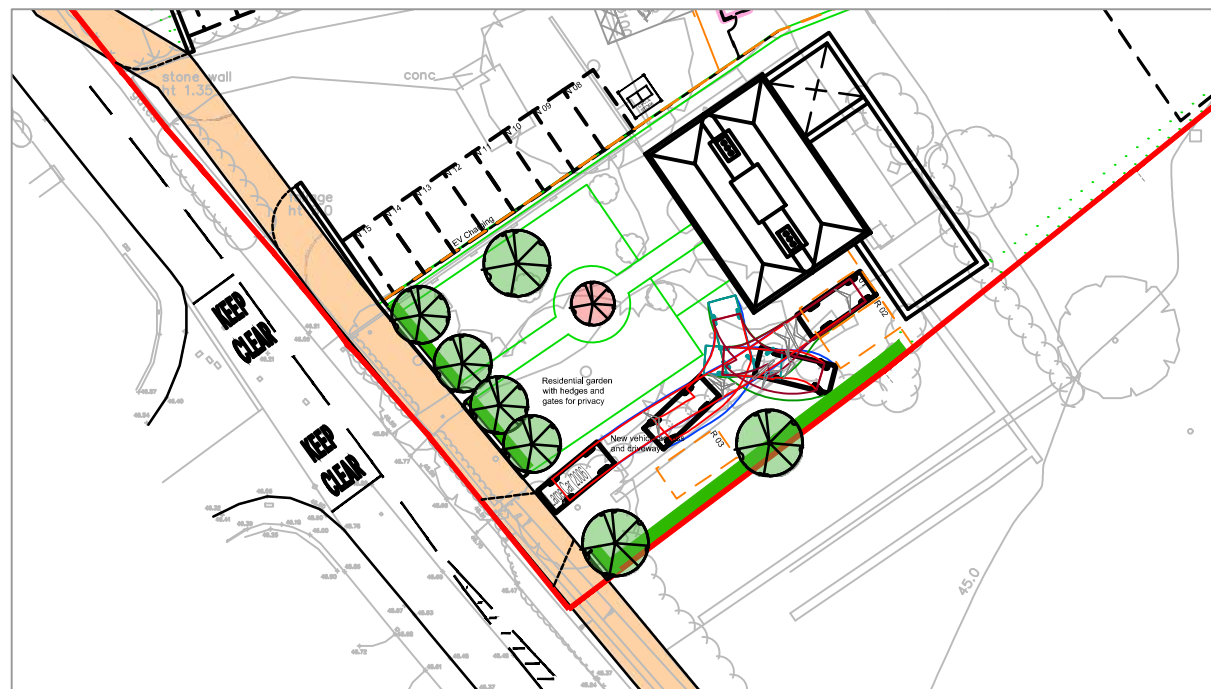
11.2m LARGE REFUSE VEHICLE EXITING
MANOEUVRE



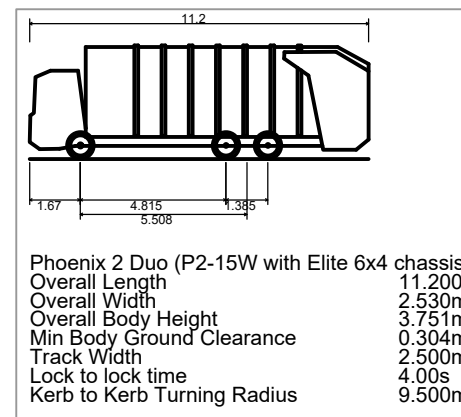
10.35m HG RIGID VEHICLE ENTERING
MANOEUVRE



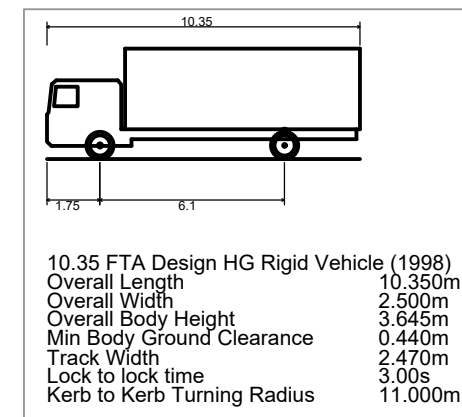
10.35m HG RIGID VEHICLE EXITING
MANOEUVRE



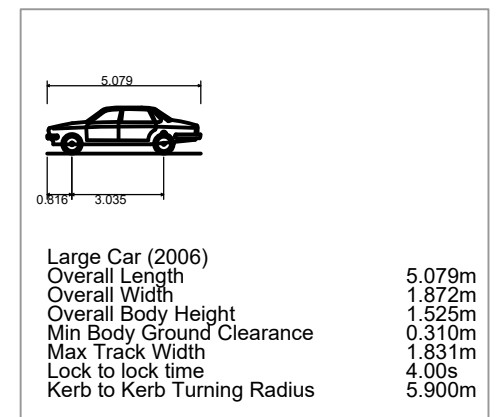
LARGE CAR TURNING WITHIN DRIVEWAY
MANOEUVRE



11.2m LARGE REFUSE VEHICLE
PROFILE
(SCALE 1:250)



10.35m HG RIGID VEHICLE
PROFILE
(SCALE 1:250)

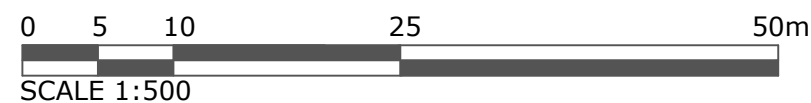


LARGE CAR VEHICLE PROFILE
(SCALE 1:250)

REV	DETAILS	DRAWN	CHECKED	DATE
A	PLAN REVISED TO SUIT LATEST ARCHITECT'S LAYOUT	SLW	CDM	12.01.2026

NOTES:

- This drawing is for illustrative purposes only and not for construction.
- This drawing is to be read and printed in colour.



SCALE 1:500

PROJECT: SOUTHVIEW FARM, DRYNHAM ROAD, TROWBRIDGE				CLIENT: COULSTON ESTATES LTD	
DRAWING TITLE: LARGE REFUSE, DELIVERY & LARGE CAR VEHICLES SWEPT PATH ANALYSIS					
DRAWN: SLW	CHECKED: CDM	DATE: 30.10.2025	SCALES: 1:500	SHEET SIZE: A3	DRAWING NUMBER: 22051-SPA03
					REVISION: A

APPENDIX F

TRICS Data Sheets

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 04 - EDUCATION

Category: D - NURSERY

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	KC	KENT	1 day
03	SOUTH WEST		
	BA	BATH & NORTH EAST SOMERSET	1 day
04	EAST ANGLIA		
	NF	NORFOLK	1 day
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	2 days
10	WALES		
	BG	BRIDGEND	1 day
	GW	GWYNEDD	1 day
	MT	MERTHYR TYDFIL	1 day
11	SCOTLAND		
	SR	STIRLING	1 day

This section displays the number of survey days per TRICS® sub-region in the selected set.

Primary Filtering Selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	GFA
Actual Range:	109 to 2350 (units:sqm)
Range Selected by User:	109 to 1000 (units:sqm)
Parking Spaces Range:	5 - 30

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	12/11/25 to 12/11/25

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Friday	2 days
Monday	4 days
Thursday	1 days
Tuesday	2 days
Wednesday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	10
Direction ATC Count	0

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines

Selected Locations:

Edge of Town	6 days
Neighbourhood Centre	1 days
Suburban Area	3 days

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Commercial Zone	2 days
Industrial Zone	2 days
No Sub Category	2 days
Residential Zone	4 days

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	9 days
Servicing vehicles Included	1 days

Secondary Filtering Selection:

Use Class:

E(f)	10 surveys
------	------------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

50 - 8016

Population within 1 mile:

1,000 or Less	1 surveys
1,001 to 5,000	1 surveys
10,001 to 15,000	5 surveys
15,001 to 20,000	1 surveys
5,001 to 10,000	2 surveys

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

100,001 to 125,000	4 surveys
25,001 to 50,000	2 surveys
50,001 to 75,000	1 surveys
75,001 to 100,000	3 surveys

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	1 surveys
1.1 to 1.5	8 surveys
1.6 to 2.0	1 surveys

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No 10 surveys

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 10 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

1	BA-04-D-02	NURSERY	BATH & NORTH EAST SOMERSET
MIDFORD ROAD BATH COMBE DOWN Neighbourhood Centre Residential Zone Gross floor area: 300 sqm Survey date: Thursday 15/09/2022			
			Survey Type: Manual
2	BG-04-D-01	NURSERY	BRIDGEND
GEORGE STREET BRIDGEND BRIDGEND IND. ESTATE Edge of Town Industrial Zone Gross floor area: 210 sqm Survey date:			
			Survey Type: Manual
3	GW-04-D-01	NURSERY	GWYNEDD
FFORDD GELLI MORGAN BANGOR PARC MENAI Edge of Town Commercial Zone Gross floor area: 200 sqm Survey date:			
			Survey Type: Manual
4	KC-04-D-01	NURSERY	KENT
PEMBURY ROAD TONBRIDGE Suburban Area Residential Zone Gross floor area: 210 sqm Survey date: Wednesday 09/12/2009			
			Survey Type: Manual
5	MT-04-D-01	NURSERY	MERTHYR TYDFIL
BREWERY ROAD MERTHYR TYDFIL DOWLAIS Suburban Area No Sub Category Gross floor area: 200 sqm Survey date: Tuesday 09/10/2007			
			Survey Type: Manual
6	NF-04-D-01	NURSERY	NORFOLK
MERIDIAN WAY NORWICH Edge of Town Commercial Zone Gross floor area: 700 sqm Survey date: Friday 25/05/2007			
			Survey Type: Manual
7	NY-04-D-02	NURSERY	NORTH YORKSHIRE
OAKNEY WOOD ROAD SELBY Edge of Town Industrial Zone Gross floor area: 450 sqm Survey date: Tuesday 10/05/2022			
			Survey Type: Manual
8	NY-04-D-03	NURSERY	NORTH YORKSHIRE
WETHERBY ROAD			

KNARESBOROUGH Suburban Area Residential Zone Gross floor area: 300 sqm Survey date: Survey Type: Manual			
9 HENDERSON STREET STIRLING BRIDGE OF ALLAN Edge of Town No Sub Category Gross floor area: 250 sqm Survey date: Survey Type: Manual	SR-04-D-01	NURSERY	STIRLING
10 THE RIDGEWAY STRATFORD UPON AVON Edge of Town Residential Zone Gross floor area: 340 sqm Survey date: Friday 29/06/2018 Survey Type: Manual	WK-04-D-01	NURSERY	WARWICKSHIRE

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

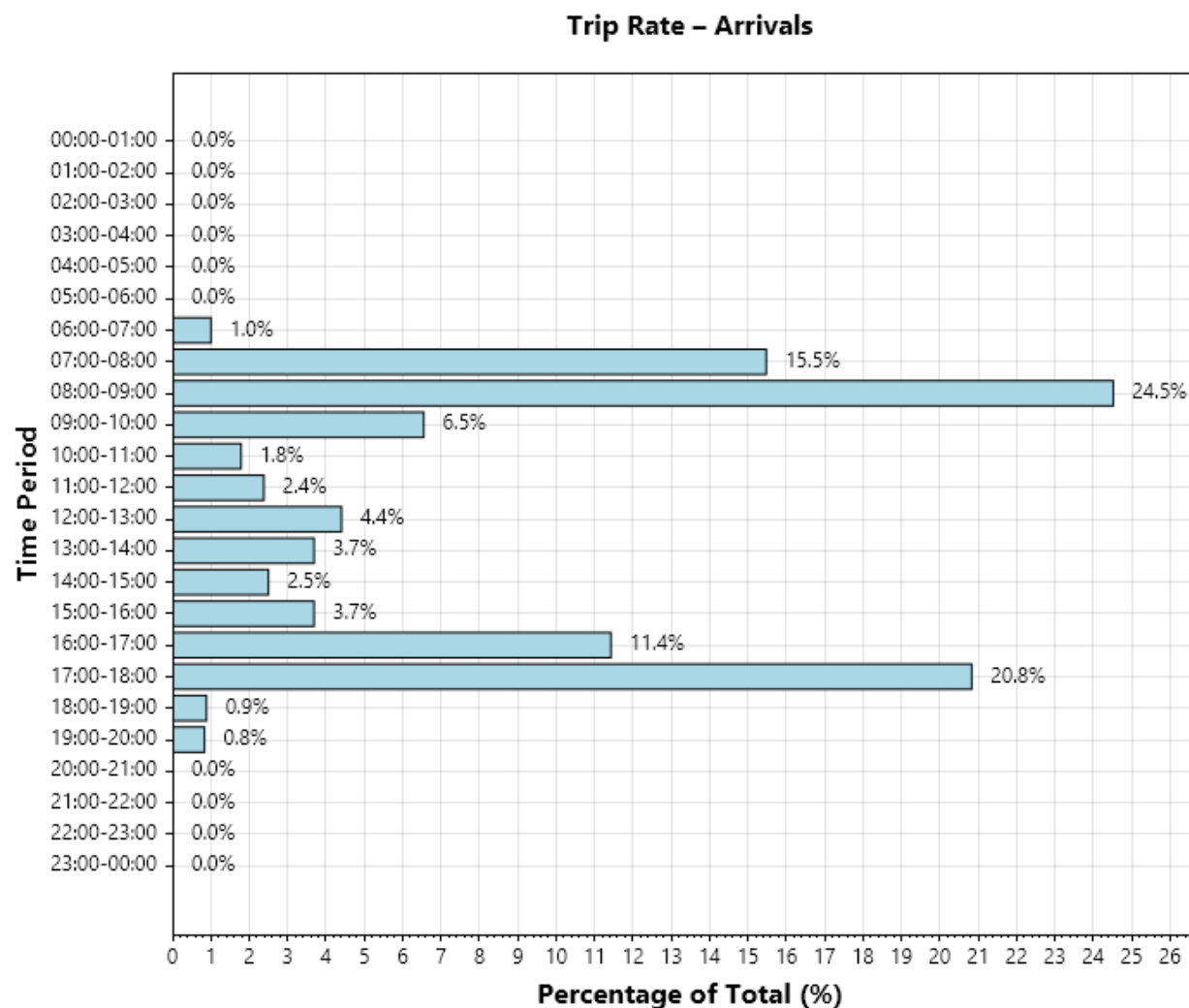
Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00	2	375	0.267	0.000	0.267
07:00-08:00	10	316	4.114	2.247	6.361
08:00-09:00	10	316	6.519	6.044	12.563
09:00-10:00	10	316	1.741	2.025	3.766
10:00-11:00	10	316	0.475	0.285	0.760
11:00-12:00	10	316	0.633	0.665	1.298
12:00-13:00	10	316	1.171	1.234	2.405
13:00-14:00	10	316	0.981	1.266	2.247
14:00-15:00	10	316	0.665	0.665	1.330
15:00-16:00	10	316	0.981	1.139	2.120
16:00-17:00	10	316	3.038	2.373	5.411
17:00-18:00	10	316	5.538	6.614	12.152
18:00-19:00	9	329	0.236	1.419	1.655
19:00-20:00	1	450	0.222	2.222	2.444
20:00-21:00	1	450	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			26.581	28.198	54.779

Parameter Summary:

Trip rate parameter range selected:	109 - 1000 (units: sqm)
Survey date date range:	25/05/2007 - 12/06/2023
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

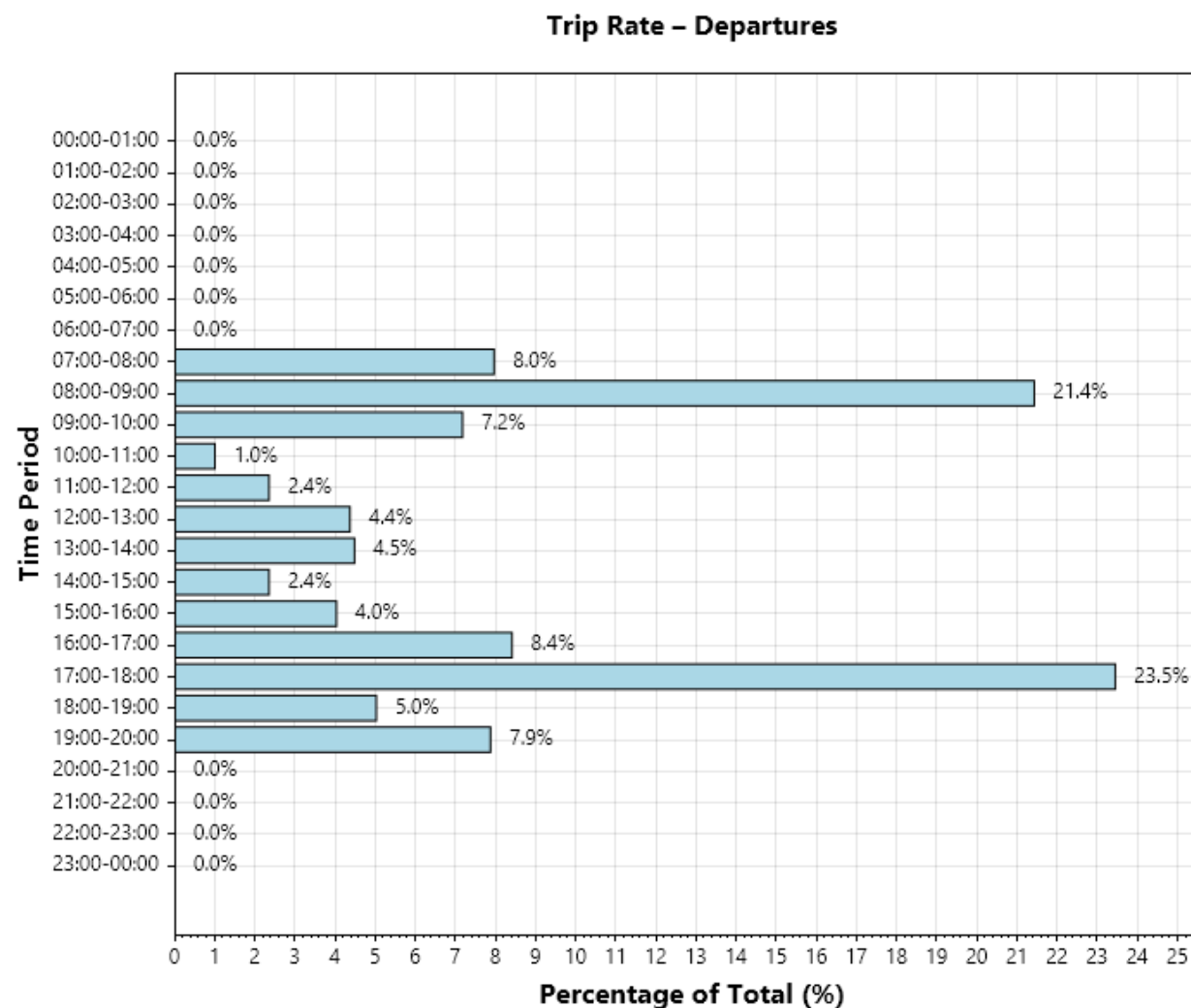
Trip Rate Total Vehicles – Arrivals



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Generated on: 2025-11-12 16:55

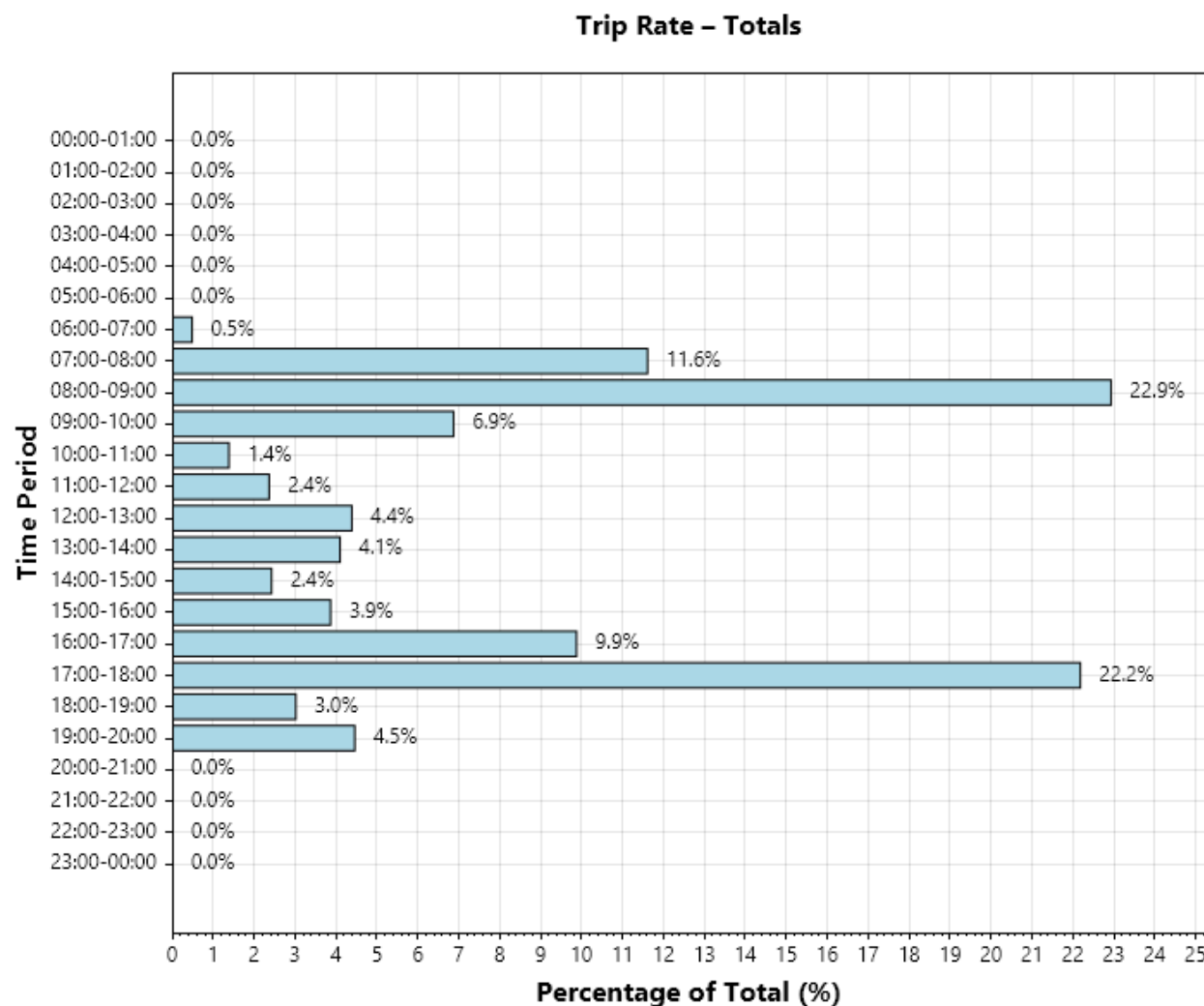
Trip Rate Total Vehicles – Departures



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Generated on: 2025-11-12 16:55

Trip Rate Total Vehicles - Totals



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Generated on: 2025-11-12 16:55

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	4 days
	HC	HAMPSHIRE	2 days
	WS	WEST SUSSEX	1 day
03	SOUTH WEST		
	CW	CORNWALL	2 days
	DC	DORSET	1 day
04	EAST ANGLIA		
	NF	NORFOLK	4 days
06	WEST MIDLANDS		
	TE	TELFORD & WREKIN	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	3 days
09	NORTH		
	CU	CUMBERLAND	2 days
	IM	ISLE OF MAN	1 day
10	WALES		
	PS	POWYS	1 day
11	SCOTLAND		
	AG	ANGUS	1 day
	HI	HIGHLAND	1 day
	PK	PERTH & KINROSS	1 day
12	CONNAUGHT		
	CS	SLIGO	1 day
	MA	MAYO	1 day
14	LEINSTER		
	CC	CARLOW	1 day
	KD	KILDARE	1 day
	WX	WEXFORD	1 day
16	ULSTER (REPUBLIC OF IRELAND)		
	CV	CAVAN	1 day
	DN	DONEGAL	1 day
	MG	MONAGHAN	1 day
17	ULSTER (NORTHERN IRELAND)		
	DE	DERRY	2 days

This section displays the number of survey days per TRICS® sub-region in the selected set.

Primary Filtering Selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	DWELLS
Actual Range:	4 to 4334 (units:DWELLS)
Range Selected by User:	4 to 100 (units:DWELLS)
Parking Spaces Range:	6 - 2696

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	12/11/25 to 12/11/25

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Friday	7 days
Monday	7 days
Thursday	6 days
Tuesday	10 days
Wednesday	5 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	35
Direction ATC Count	0

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines

Selected Locations:

Edge of Town	21 days
Suburban Area	14 days

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	1 days
No Sub Category	5 days
Out of Town	1 days
Residential Zone	28 days

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	33 days
Servicing vehicles Included	2 days



Secondary Filtering Selection:

Use Class:

C3	35 surveys
----	------------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

500 - 2500

Population within 1 mile:

10,001 to 15,000	13 surveys
15,001 to 20,000	4 surveys
5,001 to 10,000	18 surveys

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	14 surveys
5,001 to 25,000	12 surveys
50,001 to 75,000	9 surveys

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	10 surveys
1.1 to 1.5	24 surveys
1.6 to 2.0	1 surveys

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	25 surveys
Yes	10 surveys

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	35 surveys
-----------------	------------

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

Yes - At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	35	52	0.089	0.273	0.362
08:00-09:00	35	52	0.177	0.402	0.579
09:00-10:00	35	52	0.158	0.217	0.375
10:00-11:00	35	52	0.158	0.180	0.338
11:00-12:00	35	52	0.164	0.167	0.331
12:00-13:00	35	52	0.211	0.189	0.400
13:00-14:00	35	52	0.219	0.227	0.446
14:00-15:00	35	52	0.216	0.221	0.437
15:00-16:00	35	52	0.282	0.195	0.477
16:00-17:00	35	52	0.341	0.218	0.559
17:00-18:00	35	52	0.366	0.215	0.581
18:00-19:00	35	52	0.273	0.181	0.454
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.654	2.685	5.339

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter Summary:

Trip rate parameter range selected:	4 - 100 (units: DWELLS)
Survey date date range:	20/06/2005 - 22/04/2025
Number of weekdays (Monday-Friday):	35
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

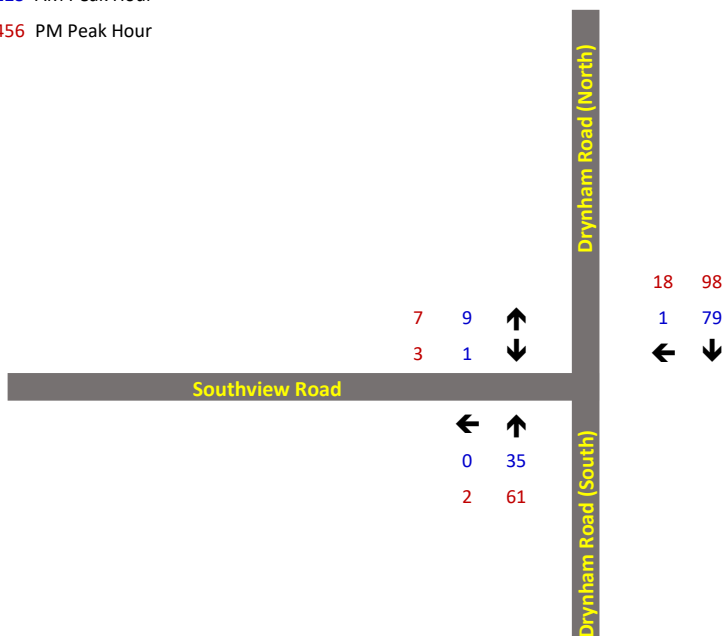
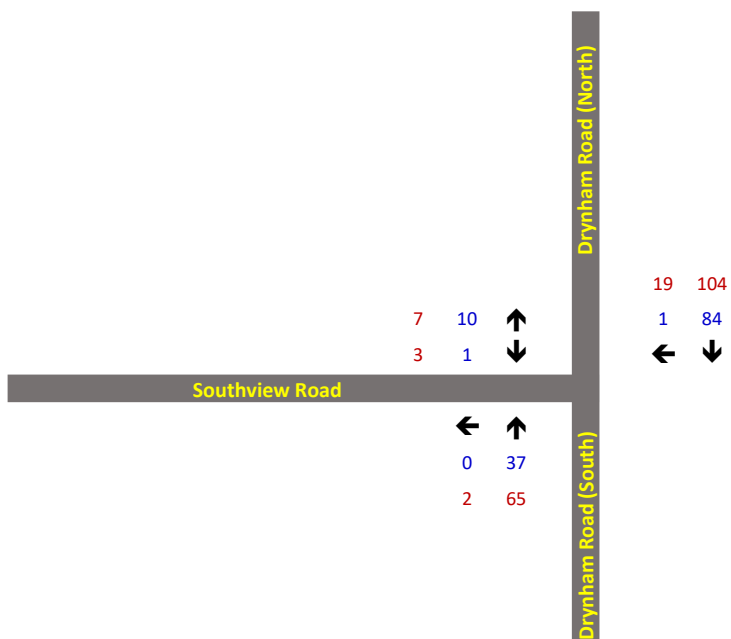
APPENDIX G

Traffic Flow Diagrams

KEY

123 AM Peak Hour

456 PM Peak Hour

2023 Surveyed Flows**2030 Base Flows**

PM Growth Factor: 1.0644

AM Growth Factor: 1.0651

MILES WHITE
TRANSPORT

22051: Southview Farm, Trowbridge

2023 Surveyed Flows
and 2030 Base Flows
(PCUs)

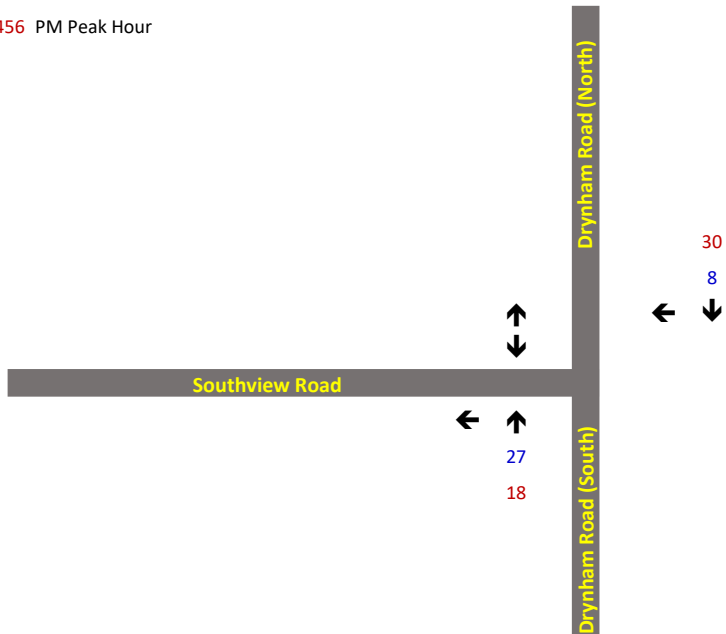
TIA-01

KEY

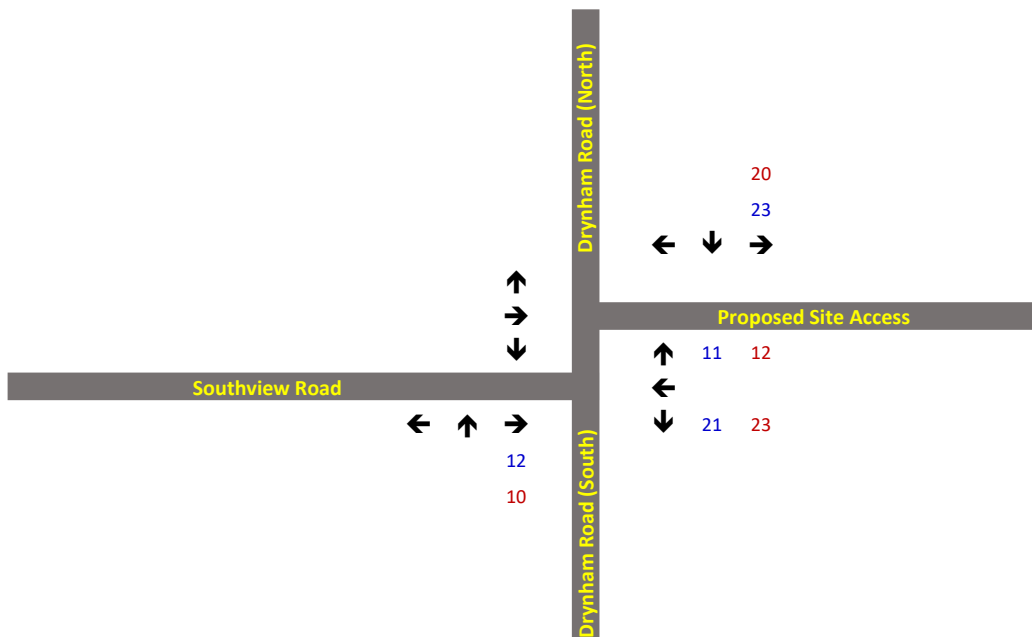
123 AM Peak Hour

456 PM Peak Hour

Elm Grove Committed Development Trips



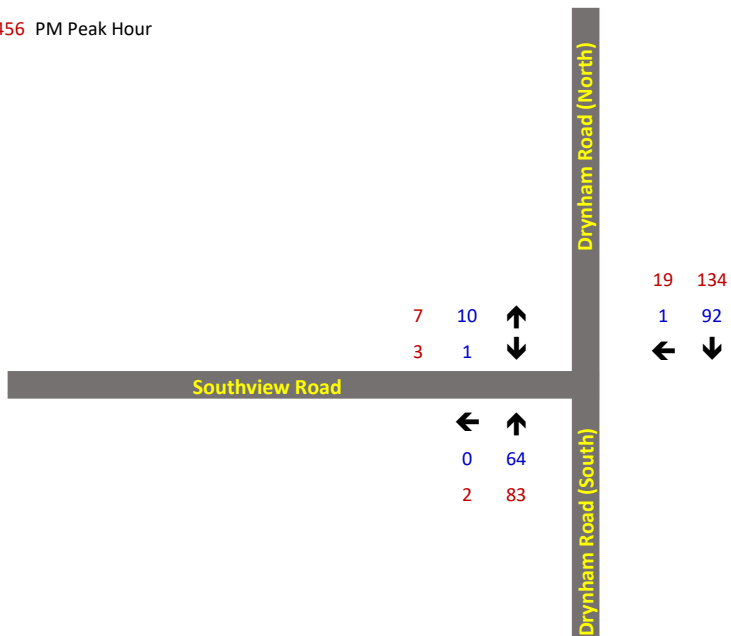
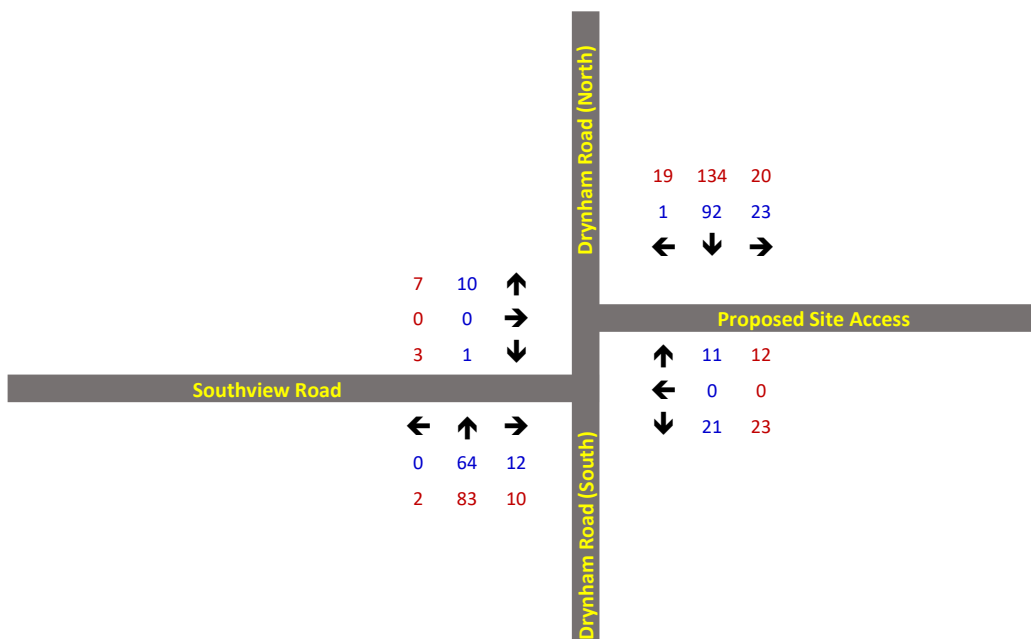
Proposed Development Trips



KEY

123 AM Peak Hour

456 PM Peak Hour

2030 Base + Elm Grove Committed Development Trips**2030 Base + Committed Development + Proposed Development Trips**

MILES  WHITE
TRANSPORT

22051: Southview Farm, Trowbridge

2030 Base Flows
+ Committed Development Flows
& Proposed Development Flows
(PCUs)

TIA-03

APPENDIX H

Junction Capacity Assessments

Junctions 9			
PICADY 9 - Priority Intersection Module			
Version: 9.5.1.7462 © Copyright TRL Limited, 2019			
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Filename: 2025-11-17 Ex Junction-v2.0.j9

Path: C:\Users\brian.condon\Condondrew Associates\Condon Drew Associates Ltd. - Documents\CDA Projects\1100-1199\1135-MWT Technical Support\2022\22051-Southview Farm\02-Analysis\PICADY

Report generation date: 17/11/2025 11:46:48

»2023 Surveyed, AM

»2023 Surveyed, PM

»2030 Base, AM

»2030 Base, PM

»2030 Base + Com Dev, AM

»2030 Base + Com Dev, PM

Summary of junction performance

	AM				PM			
	Q (PCU)	Delay (s)	RFC	LOS	Q (PCU)	Delay (s)	RFC	LOS
2023 Surveyed								
Stream B-AC	0.0	6.32	0.02	A	0.0	6.88	0.02	A
Stream C-AB	0.0	6.24	0.00	A	0.1	6.34	0.04	A
2030 Base								
Stream B-AC	0.0	6.32	0.02	A	0.0	6.90	0.02	A
Stream C-AB	0.0	6.22	0.00	A	0.1	6.33	0.04	A
2030 Base + Com Dev								
Stream B-AC	0.0	6.40	0.02	A	0.0	6.99	0.02	A
Stream C-AB	0.0	6.23	0.00	A	0.1	6.21	0.04	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of Av. delay per arriving vehicle.

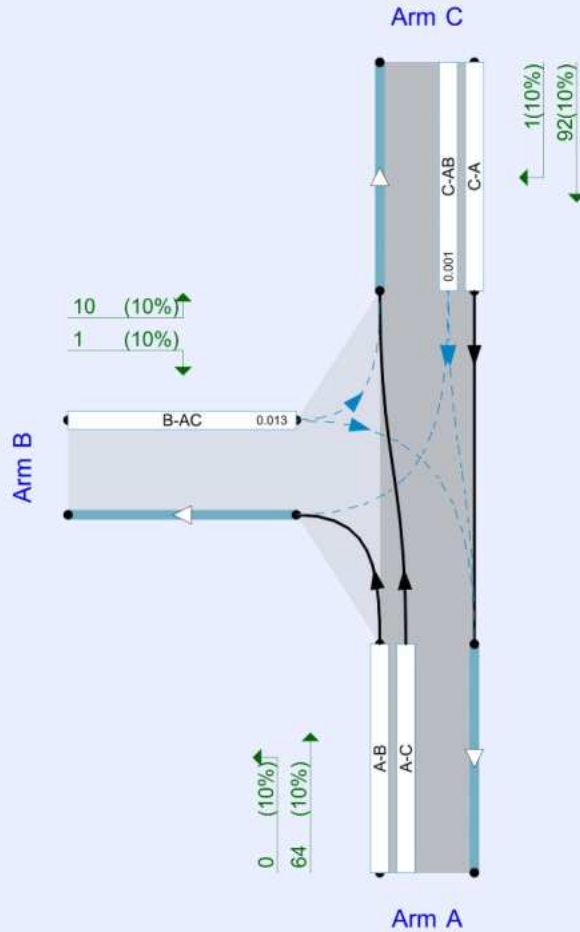
File summary

File Description

Title	(untitled)
Location	
Site number	
Date	19/05/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	briancondon-PC\brian.condon
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin



Flows show original traffic demand (PCU/hr).

Streams (downstream end) show RFC (s).

The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Q Percentiles	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2023 Surveyed	AM	ONE HOUR	08:00	09:30	15
D2	2023 Surveyed	PM	ONE HOUR	17:00	18:30	15
D3	2030 Base	AM	ONE HOUR	08:00	09:30	15
D4	2030 Base	PM	ONE HOUR	17:00	18:30	15
D5	2030 Base + Com Dev	AM	ONE HOUR	08:00	09:30	15
D6	2030 Base + Com Dev	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2023 Surveyed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.56	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Drynham Road (South)		Major
B	Southview Road		Minor
C	Drynham Road (North)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	5.50			48.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.60	14	11

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	517	0.096	0.243	0.153	0.347
B-C	669	0.105	0.265	-	-
C-B	602	0.238	0.238	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2023 Surveyed	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A		✓	35	100.000
B		✓	10	100.000
C		✓	80	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	0	35
	B	1	0	9
	C	79	1	0

Vehicle Mix

HV %s

	To			
From		A	B	C
	A	0	10	10
	B	10	0	10
	C	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
B-AC	0.02	6.32	0.0	A
C-AB	0.00	6.24	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	641	0.012	7	0.0	6.248	A
C-AB	0.83	635	0.001	0.82	0.0	6.240	A
C-A	59			59			
A-B	0			0			
A-C	26			26			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	640	0.014	9	0.0	6.279	A
C-AB	1	642	0.002	1	0.0	6.178	A
C-A	71			71			
A-B	0			0			
A-C	31			31			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	637	0.017	11	0.0	6.322	A
C-AB	1	651	0.002	1	0.0	6.094	A
C-A	87			87			
A-B	0			0			
A-C	39			39			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	637	0.017	11	0.0	6.322	A
C-AB	1	651	0.002	1	0.0	6.097	A
C-A	87			87			
A-B	0			0			
A-C	39			39			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	640	0.014	9	0.0	6.279	A
C-AB	1	642	0.002	1	0.0	6.178	A
C-A	71			71			
A-B	0			0			
A-C	31			31			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	641	0.012	8	0.0	6.248	A
C-AB	0.83	635	0.001	0.83	0.0	6.240	A
C-A	59			59			
A-B	0			0			
A-C	26			26			

2023 Surveyed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.07	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2023 Surveyed	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A		✓	63	100.000
B		✓	10	100.000
C		✓	116	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	2	61
	B	3	0	7
	C	98	18	0

Vehicle Mix

HV %s

	To			
		A	B	C
	A	0	10	10
	B	10	0	10
	C	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
B-AC	0.02	6.88	0.0	A
C-AB	0.04	6.34	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	595	0.013	7	0.0	6.734	A
C-AB	15	640	0.024	15	0.0	6.338	A
C-A	72			72			
A-B	2			2			
A-C	46			46			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	592	0.015	9	0.0	6.794	A
C-AB	19	648	0.029	19	0.0	6.296	A
C-A	86			86			
A-B	2			2			
A-C	55			55			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	587	0.019	11	0.0	6.879	A
C-AB	24	658	0.036	24	0.1	6.242	A
C-A	104			104			
A-B	2			2			
A-C	67			67			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	587	0.019	11	0.0	6.879	A
C-AB	24	658	0.036	24	0.1	6.245	A
C-A	104			104			
A-B	2			2			
A-C	67			67			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	592	0.015	9	0.0	6.797	A
C-AB	19	648	0.029	19	0.0	6.300	A
C-A	86			86			
A-B	2			2			
A-C	55			55			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	595	0.013	8	0.0	6.737	A
C-AB	15	640	0.024	15	0.0	6.341	A
C-A	72			72			
A-B	2			2			
A-C	46			46			

2030 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.58	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2030 Base	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A		✓	37	100.000
B		✓	11	100.000
C		✓	85	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	0	37
	B	1	0	10
	C	84	1	0

Vehicle Mix

HV %s

	To			
	A	B	C	
From	A	0	10	10
	B	10	0	10
	C	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
B-AC	0.02	6.32	0.0	A
C-AB	0.00	6.22	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	643	0.013	8	0.0	6.242	A
C-AB	0.84	637	0.001	0.83	0.0	6.219	A
C-A	63			63			
A-B	0			0			
A-C	28			28			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	641	0.015	10	0.0	6.275	A
C-AB	1	644	0.002	1	0.0	6.153	A
C-A	75			75			
A-B	0			0			
A-C	33			33			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	638	0.019	12	0.0	6.321	A
C-AB	1	654	0.002	1	0.0	6.065	A
C-A	92			92			
A-B	0			0			
A-C	41			41			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	638	0.019	12	0.0	6.321	A
C-AB	1	654	0.002	1	0.0	6.067	A
C-A	92			92			
A-B	0			0			
A-C	41			41			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	641	0.015	10	0.0	6.276	A
C-AB	1	644	0.002	1	0.0	6.156	A
C-A	75			75			
A-B	0			0			
A-C	33			33			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	643	0.013	8	0.0	6.245	A
C-AB	0.84	637	0.001	0.84	0.0	6.222	A
C-A	63			63			
A-B	0			0			
A-C	28			28			

2030 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.05	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2030 Base	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A		✓	67	100.000
B		✓	10	100.000
C		✓	123	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	2	65
	B	3	0	7
	C	104	19	0

Vehicle Mix

HV %s

	To			
		A	B	C
	A	0	10	10
	B	10	0	10
	C	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
B-AC	0.02	6.90	0.0	A
C-AB	0.04	6.33	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	594	0.013	7	0.0	6.748	A
C-AB	16	642	0.025	16	0.0	6.324	A
C-A	76			76			
A-B	2			2			
A-C	49			49			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	590	0.015	9	0.0	6.811	A
C-AB	20	650	0.031	20	0.0	6.280	A
C-A	91			91			
A-B	2			2			
A-C	58			58			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	585	0.019	11	0.0	6.901	A
C-AB	25	662	0.038	25	0.1	6.226	A
C-A	110			110			
A-B	2			2			
A-C	72			72			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	585	0.019	11	0.0	6.901	A
C-AB	25	662	0.038	25	0.1	6.227	A
C-A	110			110			
A-B	2			2			
A-C	72			72			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	590	0.015	9	0.0	6.812	A
C-AB	20	650	0.031	20	0.0	6.282	A
C-A	91			91			
A-B	2			2			
A-C	58			58			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	594	0.013	8	0.0	6.751	A
C-AB	16	642	0.025	16	0.0	6.327	A
C-A	76			76			
A-B	2			2			
A-C	49			49			

2030 Base + Com Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.46	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2030 Base + Com Dev	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A		✓	64	100.000
B		✓	11	100.000
C		✓	93	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	0	64
	B	1	0	10
	C	92	1	0

Vehicle Mix

HV %s

	To			
	A	B	C	
From	A	0	10	10
	B	10	0	10
	C	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
B-AC	0.02	6.40	0.0	A
C-AB	0.00	6.23	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	637	0.013	8	0.0	6.297	A
C-AB	0.84	637	0.001	0.84	0.0	6.225	A
C-A	69			69			
A-B	0			0			
A-C	48			48			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	634	0.016	10	0.0	6.341	A
C-AB	1	644	0.002	1	0.0	6.160	A
C-A	83			83			
A-B	0			0			
A-C	58			58			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	630	0.019	12	0.0	6.404	A
C-AB	1	653	0.002	1	0.0	6.072	A
C-A	101			101			
A-B	0			0			
A-C	70			70			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	630	0.019	12	0.0	6.404	A
C-AB	1	653	0.002	1	0.0	6.072	A
C-A	101			101			
A-B	0			0			
A-C	70			70			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	634	0.016	10	0.0	6.344	A
C-AB	1	644	0.002	1	0.0	6.160	A
C-A	83			83			
A-B	0			0			
A-C	58			58			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	637	0.013	8	0.0	6.300	A
C-AB	0.85	637	0.001	0.85	0.0	6.225	A
C-A	69			69			
A-B	0			0			
A-C	48			48			

2030 Base + Com Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.87	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2030 Base + Com Dev	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A		✓	85	100.000
B		✓	10	100.000
C		✓	153	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	2	83
	B	3	0	7
	C	134	19	0

Vehicle Mix

HV %s

	To			
	A	B	C	
From	A	0	10	10
	B	10	0	10
	C	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
B-AC	0.02	6.99	0.0	A
C-AB	0.04	6.21	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	589	0.013	7	0.0	6.807	A
C-AB	17	655	0.026	17	0.0	6.209	A
C-A	98			98			
A-B	2			2			
A-C	62			62			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	584	0.015	9	0.0	6.883	A
C-AB	21	665	0.031	21	0.0	6.147	A
C-A	117			117			
A-B	2			2			
A-C	75			75			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	577	0.019	11	0.0	6.992	A
C-AB	27	680	0.039	27	0.1	6.068	A
C-A	142			142			
A-B	2			2			
A-C	91			91			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	577	0.019	11	0.0	6.992	A
C-AB	27	680	0.039	27	0.1	6.069	A
C-A	142			142			
A-B	2			2			
A-C	91			91			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	584	0.015	9	0.0	6.886	A
C-AB	21	665	0.031	21	0.0	6.149	A
C-A	117			117			
A-B	2			2			
A-C	75			75			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	589	0.013	8	0.0	6.807	A
C-AB	17	655	0.026	17	0.0	6.213	A
C-A	98			98			
A-B	2			2			
A-C	62			62			

Junctions 9							
PICADY 9 - Priority Intersection Module							
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Filename: 2025-11-17 PR Junction-v2.0.j9

Path: C:\Users\brian.condon\Condondrew Associates\Condon Drew Associates Ltd. - Documents\CDA Projects\1100-1199\1135-MWT Technical Support\2022\22051-Southview Farm\02-Analysis\PICADY

Report generation date: 17/11/2025 11:58:29

»2030 Base + Com Dev + Development, AM

»2030 Base + Com Dev + Development, PM

Summary of junction performance

	AM				PM			
	Q (PCU)	Delay (s)	RFC	LOS	Q (PCU)	Delay (s)	RFC	LOS
2030 Base + Com Dev + Development								
Stream B-ACD	0.0	6.43	0.02	A	0.0	7.01	0.02	A
Stream AB-CD	0.0	6.40	0.02	A	0.0	6.39	0.02	A
Stream D-ABC	0.1	6.29	0.05	A	0.1	7.36	0.07	A
Stream CD-AB	0.0	6.23	0.02	A	0.1	6.11	0.04	A

Values shown are the highest values encountered over all time segments. Delay is the maximum value of Av. delay per arriving vehicle.

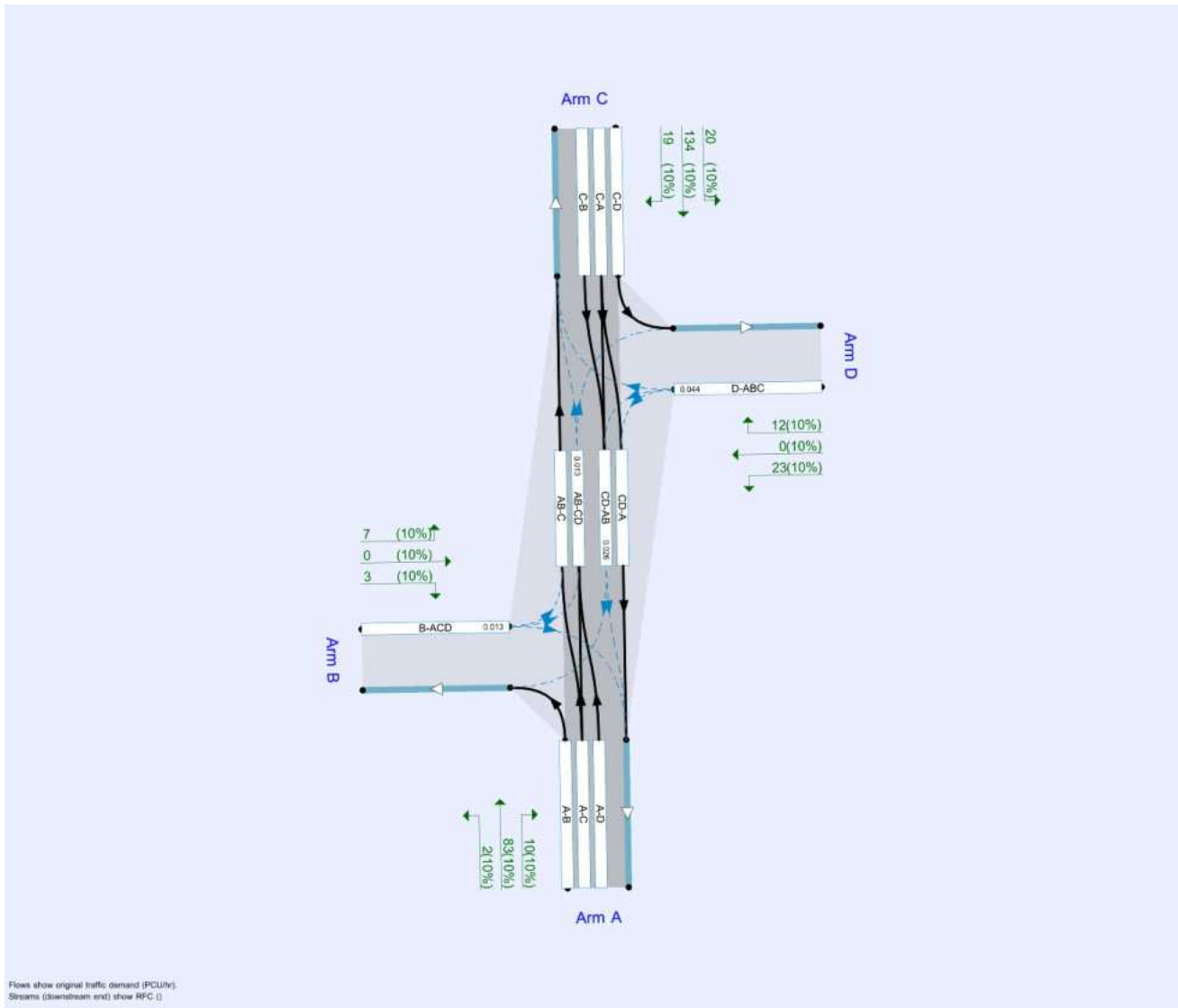
File summary

File Description

Title	(untitled)
Location	
Site number	
Date	19/05/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	briancondon-PC\brian.condon
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Q Percentiles	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2030 Base + Com Dev + Development	AM	ONE HOUR	08:00	09:30	15
D6	2030 Base + Com Dev + Development	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2030 Base + Com Dev + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way		1.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Drynham Road (South)		Major
B	Southview Road		Minor
C	Drynham Road (North)		Major
D	Proposed Site Access		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A	6.90			65.0	✓	0.00
C	7.15			48.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.60	14	11
D	One lane	4.00	13	11

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B
AB-D	612	-	-	-	-	-	0.228	0.228	0.228	-	-
B-A	517	0.089	0.226	0.226	-	-	0.142	0.323	-	0.142	0.323
B-CD	669	0.097	0.246	0.246	-	-	-	-	-	-	-
CD-B	602	0.221	0.221	0.221	-	-	-	-	-	-	-
D-AB	694	-	-	-	-	-	0.258	0.258	0.102	-	-
D-C	536	-	0.149	0.339	0.149	0.339	0.237	0.237	0.094	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2030 Base + Com Dev + Development	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A		✓	76	100.000
B		✓	11	100.000
C		✓	116	100.000
D		✓	32	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A	B	C	D
	A	0	0	64	12
	B	1	0	10	0
	C	92	1	0	23
	D	21	11	0	0

Vehicle Mix

HV %s

	To				
		A	B	C	D
	A	0	10	10	10
	B	10	0	10	10
	C	10	10	0	10
	D	10	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
B-ACD	0.02	6.43	0.0	A
A-B				
A-C				
A-D				
AB-CD	0.02	6.40	0.0	A
AB-C				
D-ABC	0.05	6.29	0.1	A
C-D				
C-A				
C-B				
CD-AB	0.02	6.23	0.0	A
CD-A				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	8	635	0.013	8	0.0	6.317	A
A-B	0			0			
A-C	48			48			
A-D	9			9			
AB-CD	10	629	0.016	10	0.0	6.394	A
AB-C	55			55			
D-ABC	24	674	0.036	24	0.0	6.088	A
C-D	17			17			
C-A	69			69			
C-B	0.75			0.75			
CD-AB	10	646	0.016	10	0.0	6.226	A
CD-A	84			84			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	10	632	0.016	10	0.0	6.365	A
A-B	0			0			
A-C	58			58			
A-D	11			11			
AB-CD	12	633	0.019	12	0.0	6.380	A
AB-C	65			65			
D-ABC	29	670	0.043	29	0.0	6.171	A
C-D	21			21			
C-A	83			83			
C-B	0.90			0.90			
CD-AB	13	655	0.019	13	0.0	6.164	A
CD-A	100			100			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	12	627	0.019	12	0.0	6.434	A
A-B	0			0			
A-C	70			70			
A-D	13			13			
AB-CD	15	638	0.024	15	0.0	6.361	A
AB-C	80			80			
D-ABC	35	665	0.053	35	0.1	6.287	A
C-D	25			25			
C-A	101			101			
C-B	1			1			
CD-AB	16	667	0.024	16	0.0	6.081	A
CD-A	121			121			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	12	627	0.019	12	0.0	6.434	A
A-B	0			0			
A-C	70			70			
A-D	13			13			
AB-CD	15	638	0.024	15	0.0	6.361	A
AB-C	80			80			
D-ABC	35	665	0.053	35	0.1	6.287	A
C-D	25			25			
C-A	101			101			
C-B	1			1			
CD-AB	16	667	0.024	16	0.0	6.081	A
CD-A	121			121			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	10	632	0.016	10	0.0	6.366	A
A-B	0			0			
A-C	58			58			
A-D	11			11			
AB-CD	12	633	0.019	12	0.0	6.383	A
AB-C	65			65			
D-ABC	29	670	0.043	29	0.0	6.172	A
C-D	21			21			
C-A	83			83			
C-B	0.90			0.90			
CD-AB	13	655	0.020	13	0.0	6.165	A
CD-A	100			100			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	8	635	0.013	8	0.0	6.319	A
A-B	0			0			
A-C	48			48			
A-D	9			9			
AB-CD	10	629	0.016	10	0.0	6.397	A
AB-C	55			55			
D-ABC	24	674	0.036	24	0.0	6.091	A
C-D	17			17			
C-A	69			69			
C-B	0.75			0.75			
CD-AB	10	646	0.016	10	0.0	6.229	A
CD-A	84			84			

2030 Base + Com Dev + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way		0.93	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2030 Base + Com Dev + Development	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A		✓	95	100.000
B		✓	10	100.000
C		✓	173	100.000
D		✓	35	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A	B	C	D
From	A	0	2	83	10
	B	3	0	7	0
	C	134	19	0	20
	D	23	0	12	0

Vehicle Mix

HV %s

	To				
		A	B	C	D
From	A	0	10	10	10
	B	10	0	10	10
	C	10	10	0	10
	D	10	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
B-ACD	0.02	7.01	0.0	A
A-B				
A-C				
A-D				
AB-CD	0.02	6.39	0.0	A
AB-C				
D-ABC	0.07	7.36	0.1	A
C-D				
C-A				
C-B				
CD-AB	0.04	6.11	0.1	A
CD-A				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	8	588	0.013	7	0.0	6.820	A
A-B	2			2			
A-C	62			62			
A-D	8			8			
AB-CD	8	628	0.013	8	0.0	6.393	A
AB-C	67			67			
D-ABC	26	594	0.044	26	0.1	6.977	A
C-D	15			15			
C-A	101			101			
C-B	14			14			
CD-AB	17	666	0.026	17	0.0	6.108	A
CD-A	115			115			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	9	583	0.015	9	0.0	6.900	A
A-B	2			2			
A-C	75			75			
A-D	9			9			
AB-CD	10	631	0.016	10	0.0	6.377	A
AB-C	80			80			
D-ABC	31	586	0.054	31	0.1	7.134	A
C-D	18			18			
C-A	120			120			
C-B	17			17			
CD-AB	22	678	0.032	22	0.0	6.029	A
CD-A	137			137			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	11	576	0.019	11	0.0	7.013	A
A-B	2			2			
A-C	91			91			
A-D	11			11			
AB-CD	13	636	0.021	13	0.0	6.355	A
AB-C	97			97			
D-ABC	39	576	0.067	38	0.1	7.360	A
C-D	22			22			
C-A	148			148			
C-B	21			21			
CD-AB	28	696	0.040	28	0.1	5.927	A
CD-A	166			166			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	11	576	0.019	11	0.0	7.013	A
A-B	2			2			
A-C	91			91			
A-D	11			11			
AB-CD	13	636	0.021	13	0.0	6.355	A
AB-C	97			97			
D-ABC	39	576	0.067	39	0.1	7.360	A
C-D	22			22			
C-A	148			148			
C-B	21			21			
CD-AB	28	696	0.040	28	0.1	5.928	A
CD-A	166			166			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	9	583	0.015	9	0.0	6.900	A
A-B	2			2			
A-C	75			75			
A-D	9			9			
AB-CD	10	631	0.016	10	0.0	6.380	A
AB-C	80			80			
D-ABC	31	586	0.054	32	0.1	7.139	A
C-D	18			18			
C-A	120			120			
C-B	17			17			
CD-AB	22	678	0.032	22	0.0	6.033	A
CD-A	137			137			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	8	588	0.013	8	0.0	6.823	A
A-B	2			2			
A-C	62			62			
A-D	8			8			
AB-CD	8	628	0.013	8	0.0	6.393	A
AB-C	67			67			
D-ABC	26	594	0.044	26	0.1	6.981	A
C-D	15			15			
C-A	101			101			
C-B	14			14			
CD-AB	17	666	0.026	17	0.0	6.111	A
CD-A	115			115			